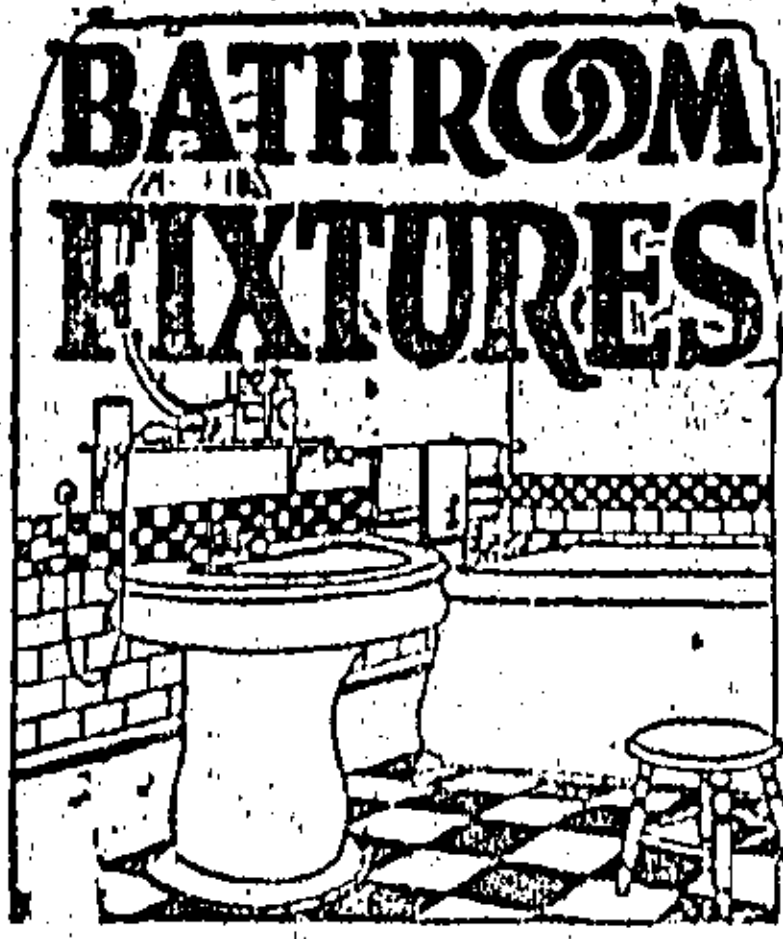




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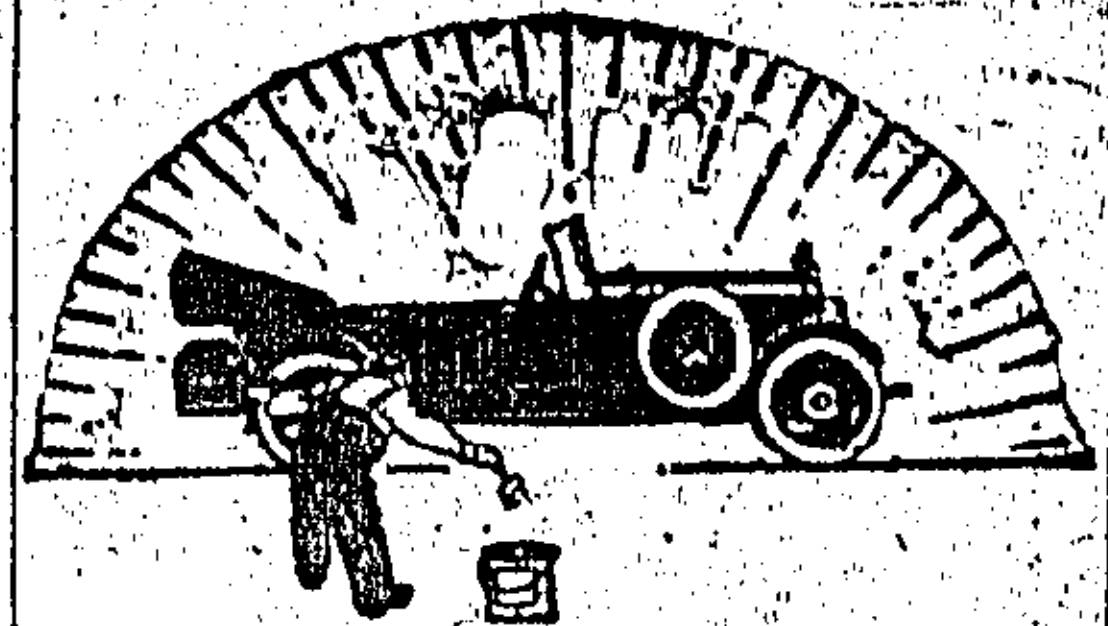
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COERCIVE STRIKES BANNED.

LOCAL TRADE UNIONS TO BE CONTROLLED.

PREVENTION OF INTIMIDATION OF COMMUNITY.

ENGLISH ACT FOLLOWED.

The Government Gazette publishes the draft of a Bill designed to make strikes illegal in certain cases, and generally to control the organisation of local trade unions and their manner of being conducted.

Called for short "The Illegal Strikes Ordinance," the proposed enactment, which is shortly to be brought up in the Legislative Council, is based on the English trade union Bill, and the "objects and reasons" declare that the main object is "to arm the Colony against strikes, like the general strikes of 1922 and 1925, which are designed or calculated to coerce the Government by inflicting hardship upon the community."

Provision is made against intimidation, against breaches of contracts for service in the essential services, the use of trade union funds for political purposes, and the dominance of a local union by some organisation outside the Colony. Persons refusing to take part in any illegal strike are fully protected.

NO OUTSIDE DOMINANCE TOLERATED.

The Government Gazette contains which are designed or calculated the draft of a Bill, which it is to coerce the Government by inflicting hardship upon the community. It is also intended to enliven "An Ordinance to declare and strengthen the law against in and amend the law relating to intimidation, and to free Hongkong illegal strikes, to amend the law trade unions from the risk of relating to intimidation, and to breaches of contracts of service in certain special cases, to promote the independence of trade unions established within the Colony, and for purposes connected with the aforesaid purposes."

One of the principal clauses in the Bill is No. 3, which is as follows:

3.—(1) It is hereby declared that any strike is illegal if it has any object other than or in addition to the furtherance of a trade dispute within the trade or industry in which the strikers are engaged and is a strike designed or calculated to coerce the Government either directly or by inflicting hardship upon the community or any substantial portion of the community; and it is further declared that it is illegal to commence, or to continue, or to apply any sums in furtherance or support of, any such illegal strike.

(2) For the purposes of subsection (1), a trade dispute shall not be deemed to be within a trade or industry unless it is a dispute between employers and workmen, or between workmen and workmen, in that trade or industry, which is connected with the employment or non-employment or the terms of the employment, or with the conditions of labour, of persons in that trade or industry.

No Intimidation.

(3) No person shall declare, instigate, incite others to take part in, or otherwise act in furtherance of a strike declared by this Ordinance to be illegal: Provided that no person shall be deemed to have committed an offence under this section or at a common law by reason only of his having ceased work or refused to continue work or to accept employment.

The Bill goes on to enact clauses for the protection of persons refusing to take part in illegal strikes, for making breaches of contract of service an offence in certain cases (such as in the case of public utility services), for preventing local trade unions being under the control of any organisation outside the Colony, and for preventing the use of trade union funds for political purposes outside the Colony.

The "objects and reasons" set out fully the application of the Bill. They are as follows:

Objects and Reasons.

1. The main object of this Ordinance is to arm the Colony against strikes, like the general strikes of 1922 and 1925.

LOCAL MURDER.

AN INDIAN OFFICER FOUND DEAD.

WHITFIELD BARRACKS CRIME.

A grim tragedy was enacted during last night at the Whitfield Barracks, Kowloon, when an Indian Officer was murdered, his body being discovered early this morning.

The deceased officer is Jemadar Gurmukh Singh, of the Indian Army Supply Transport, at present attached to the Hongkong Mule Corps.

Severely Wounded.

From information gathered by a Telegraph representative this morning, it appears that the deceased was sleeping on the verandah of the officers' quarters at Whitfield Camp, Barracks, and that at about 5.45 a.m., an orderly went to the quarters and found the unfortunate officer lying on his bed with severe wounds in the head. One particularly severe gash extended right across the forehead and must have caused almost instantaneous death. The deceased had also bled profusely from a large cut behind the left ear. Life was found to be already extinct.

Murdered in His Sleep.

The police were at once notified of the discovery and immediately made an examination of the room. There were no signs of disorder and it was apparent that the officer had been attacked and murdered in his sleep. The body was taken to the Kowloon Mortuary, where it is being medically examined.

Up to the present no arrests have been made and no motive for the crime has been discovered. The murder is supposed to have been committed by some member of the deceased officer's section. The deceased had been in Hongkong for about 18 months.

REMARKABLE FEAT.

MOTOR CLIMBS PEAK ROAD.

For the first time in the history of the Colony, a motor car has negotiated Peak Road, the feat being accomplished by one of the army Morris six-wheelers, similar to those which gave a demonstration in the New Territories on Wednesday.

It was during that demonstration that H.E. the Governor (Sir Cecil Clementi) wondered whether one of these lorries could climb the Peak Road, and, in order to discover whether such a thing was possible, an attempt was made this morning and proved highly successful.

Leaving the Star Ferry the lorry proceeded to Seth's Corner and then climbed the steep gradients right up to the top Peak Tramway station. Time taken was 25 minutes. In the course of the journey, four hair-pin bends had to be negotiated and the car had to be reversed once and in one place twice before the turning was made.

There was no sign of over-heating and the radiator was comparatively cool when the top was reached.

The return journey was also successfully negotiated, but at Arbuthnot Road a "little stunt" was indulged in, when a flight of 88 stone steps was climbed and descended. At this point the Hon. C. S. P. joined the party and the car was taken down the long flight of steps which comprise Pottinger Street.

Capt. L. J. H. Gardiner was the driver throughout.

BANK DIVIDEND.

The local branch of the Nederlandsch Indische Handelsbank is in receipt of a cable from the Amsterdam Head Office to the effect that the Bank has declared a dividend of 10 per cent. for the year 1926.

The Ashby-de-la-Zouch Board of Guardians has decided to summon miners who had received loans during the coal stoppage and had made no repayments. The board loaned to Leicestershire and South Derbyshire miners £28,000 and only about £2,000 has been repaid.

WIMBLEDON PLAY.

ENGLISHMEN BEING ELIMINATED.

HOPE CENTRED IN LADIES.

London, June 24.

Following heavy rain in the morning the weather cleared up and became sunny. There was a fair attendance.

The centre and number one courts had been protected from the rain, but the others were saturated.

With only Greig, Campbell and C. Philcox remaining in the Men's Singles, where they are doomed to fall in the fourth round to Kozeluh, Borotra and Tinner, the consolation for Britain must be in the women's section, where the pairings for the quarter finals, so far as they are available, are Mrs. Godfree versus Miss Ryan, and Senorita De Alvarez versus Mrs. Watson. The opponents of Mrs. Peacock and Miss Joan Fry in the quarter finals have not yet been decided.

Men's Singles.

Hunter (America) beat Gregory, the English International, 4-6, 7-5, 6-2, 1-6, 8-3. Tilden beat Bousaves (France) 6-1, 7-5, 6-2. In the fourth round Cochet beat Dekehring (Hungary) 8-6, 6-3, 6-2.

Brugnon beat Kingsley 4-6, 6-3, 6-2, 6-2. The first half of the quarter finals will thus be that Tilden will meet Brugnon and Cochet will have Hunter as his opponent.

Ladies' Singles.

In the third round Miss Helen Wills beat Miss Eileen Bennett 7-5, 6-3.

In the fourth round Mrs. Godfree beat Miss Colyer 6-2, 6-2; Miss Ryan beat Miss Harvey 7-5, 6-1; Mrs. Peacock beat Miss Maibey 6-3, 6-2; Miss Joan Fry beat Miss Bouman; the Dutch holder of the French Hardcourts title, 2-6, 6-4, 9-7.

Men's Doubles.

In the second round Tilden and Hunter beat Godfree and Greig 6-0, 10-8, (retired); Harada and Washburn beat the Irish Davis Cup players, the Hon. Mr. Campbell and Mahoney 6-0, 6-4, 2-6, 6-2. —Reuter.

FRANCO-GERMAN COMMERCE.

PROVISIONAL TREATY TO LAPSE.

Berlin, June 24.

The provisional Franco-German commercial agreement lapses on June 30, and there is no prospect of its renewal because the French Chamber cannot adopt the French customs tariff before the end of the year, and Germany refuses to prolong the existing agreement for a further six months.

The French Government has refused a German offer to conclude a new provisional agreement up to the date of the enactment of the French customs tariff.

It is emphasised here that there will be no trade war. The Franco-German steel pact is not affected. —Reuter.

FRISCO TO HAWAII.

AMERICAN FLIGHT PROJECTED.

Washington, June 24.

Mr. Davis, the Secretary for War, has authorised the Army Air Corps to attempt a non-stop flight from San Francisco to Hawaii, a distance of 2,407 miles.

The participants will be Lieutenants Maitland and Hegenberger, who are now at San Diego. They will use a Fokker plane with three motors, especially equipped for the trip, and expect to take off early in July. —Reuter's American Service.

TO-DAY.

Dollar on demand 1/11.15/16.
Lighting-up 7.10 p.m.

JAPAN'S POLICY.

OPPOSED TO A FIXED RATIO.

BRITAIN SHARES POWER.

Tokyo, June 24.

Discounting reports that Viscount Saito has requested a 5-5-4 ratio instead of the 5-5-3, naval circles say that the Navy Minister never agreed to the establishment of a definite ratio, and also point out that Viscount Saito himself clearly stated that Japan was against a changeable ratio, and they emphasise that Japan's attitude remains unchanged. —Reuter.

Limitation Questions.

Geneva, June 24. The Naval Conference appointed Mr. W. C. Bridgeman to be chairman of the executive committee, and requested the naval advisers to form a group to study, from the technical viewpoint, questions of limitation of cruisers, destroyers and submarines.

The executive committee then met for an hour and a half, and decided to appoint a sub-committee to study the limitation problems concerning cruisers and submarines. This marks an advance on private conversations from viewpoint of expediting business.

A dominions delegate remarked that points of contact were being established, but it was still too early to anticipate decisions. The British Empire delegation met for an hour this morning. —Reuter.

British Transition.

New York, June 24.

The New York World in an editorial headed "History in the Making," says the Washington conference and the present Geneva conference are phases in a great transition in which Great Britain is surrendering her naval supremacy and sharing with the United States, on a basis of naval parity, her decisive influence in world politics.

The paper adds that this redistribution of power is an extension of the principles of statesmanship which inspired Britain's dealings with the self-governing Dominions of the Empire. "There is no tragedy therein, and there need be none in this willingness to share world power with the United States." —Reuter's American Service.

American Views.

Geneva, later.

Interviewed by pressmen, Mr. Hugh Gibson expressed the opinion that it would be impracticable to attempt now to modify the Washington Convention without the concurrence of Italy and France.

Mr. Jones said that the United States was not willing to reduce the calibre of the guns of its cruisers to six inches, but was prepared to accept five-inch guns for destroyers. —Reuter.

FRANCE'S VIEW OF LOCARNO.

NO CHANGE IN TREATY OF VERSAILLES.

Paris, June 24.

Dr. Stresemann's speech yesterday as regards M. Poincare's remarks on German militarism, which Germany resented, leaves the majority of French political opinion unconvinced, and the fundamental gulf between French and German interpretation of the Locarno treaty remains unbridged.

France holds that Locarno was a free contract, involving no obligation to modify the Treaty of Versailles, any softening of which remains a gift of the Allies, only to be conceded to Germany for a counter-concession. —Reuter.

COTTON YARN SLUMP.

PRODUCTION TO BE CURTAILED.

London, June 24.

Owing to a fall in the demand for yarn, the Cotton Yarn Association has decided to curtail the production of medium counts of twist and west by 50 per cent., beginning on July 4.

The counts affected are thirty-twos to thirty-fours. —Reuter.

Bulls and Innors

From the Office Butts.

When one stops a Cannon one must expect something to explode.

The pedestrian's nightmare: Being chased across country by a six-wheeled motor-lorry.

It may be taken for granted that most of these concerts for the troops are enjoyable ones—to the troupes.

This naval strength question requires a disarming reply.

With all these white lines, local residents ought now to go straight.

"Fighting Mosquitoes," says a headline in a contemporary. We've met them.

To-day's motoring hint: Go to the left, between blinks.

A Kowloon man was seen rushing about early one morning this week to get something for his wife. Later, it transpired that he did not receive any offers.

The Bull doesn't seem to be getting very far in the China shop.

To-day's motto: Square your shoulders, raise your head and look the whole world in the face—then you won't notice her knees.

There has been quite a number of naval engagements since the fleet went to Shanghai.

Agricultural development in the New Territories would be simpler if one of the district were not Gammed in.

Times are indeed hard when our Sabbath contemporary gives place of honour on its newsbill to a concert at the City Hall.

The traffic standard has been raised in Hongkong.

Some time there's going to be a lady Parisian whose pictures don't appear under the heading, "France's Most Beautiful Legs."

Reference increase of school fees. Would it not be more to the point if the Government charged extra to pupils who came from China and whose parents do not contribute in any way to the revenue of the Colony?

This week's stray bat from the belfry: "Can a man with a hatchet face chop wood?"

One pedestrian is killed in the United States every eight hours, a statistician says. That pedestrian must be getting awfully tired of it.

Excitement ran high the other night when three fire engines roared up in front of a local hotel. After a bit they drove off much to the disappointment of the large crowd which had collected. It transpired later that someone had been seen smoking a clay pipe in the dining room.

An Aberdeen correspondent writes:—Twenty "Fife holiday-makers" arrived at Aberdeen Station recently. They were burdened with overcoats, and as the day was fine, they borrowed a piece of string from the clerk at the left luggage office, bound the twenty coats together with the string, and left them with the clerk as one parcel at a total cost of 3d.

Our traffic department now wants pedestrians to toe the line.

A late reveller found circling the new traffic beacon, declared he was looking for the starboard light. He is recovering on milk and soda.

New phonograph records, made of brass, will last 1,000 years, they say. We've heard some of the variety now being used in Kowloon that surely must be much older than that.

A dentist advises ladies to brush their teeth before and after kissing. And better stuff a little cotton wool in the ears, too.

One of these days, in American papers, a hen is going to refuse to nurse a litter of wolf cubs. That will be news.

A scientist says that Jonah could live in the belly of the whale. There are a few Hongkong folk living in bedrooms who will verify this.

Social Note: Charlie Chaplin, former movie comedian, is considering giving up the screen for legal work.

Some-day a public official is going to Hawaii and escape without having his picture taken with a string of flowers round his neck. That will be news.

The discovery that an insane person was driving a Kowloon bus last Sunday evening puts the estimate much lower than most of us would have expected.

Auntie Caustic says that the trouble with a bigamist is that he loves not wisely but too well.

When Shakespeare wrote that "all the world's a stage," he no doubt foresaw that all the women in it would dress like chorus girls.

The little Kowloon girl in the flat opposite who plays the piano every morning between seven and eight is one of those persons who doesn't believe in letting her left hand know what her right hand is doing.

Auntie Caustic says that, in connection with bridge parties, the game isn't worth the scandal.

McWhirter says that snobbishness is generally a case of mistaken nonentity.

The news that the Government apparently does not forbid hoardings in Kowloon is being viewed with equanimity by local Scots.

According to the Daily Press sleepers are imported from Australia at a cost of about \$3.00 each. From the difference in price, we presume that those from Ceylon are more fully guaranteed.

We read that "it is quite easy to learn to laugh nicely." We don't know whether this is guff-aw not!

An Adelaide union recently ordered the erasure of a politician's name from a foundation stone. The unkindness cut off all!

Hampshire County Council is perturbed at the rise in cost of road making materials. We understand that local tar is also rising to a high pitch.

"The road is rough in parts" states a contemporary. Should it not have been on parts—motor parts!

Reports from Isako's Circus indicate that Wanchai residents do not live in glass houses.

It is understood that there will be a spirited protest against the liquor ordinances, accompanied by the boos of the toppers.

Kids get the motorist's goat.

Fashion has made a bob into half-a-crown.

These dress designers have nothing on the modern woman.

The British through train over the Chinese Section was an expression of goodwill.

The forgetfulness of a shroff at the first of the month would be a memorable occasion.

The new traffic signal indicates that if we keep to the right we shall be sadly left; while we shall be right if we go left.

According to the Health Return, no cases of measles were spotted last week.

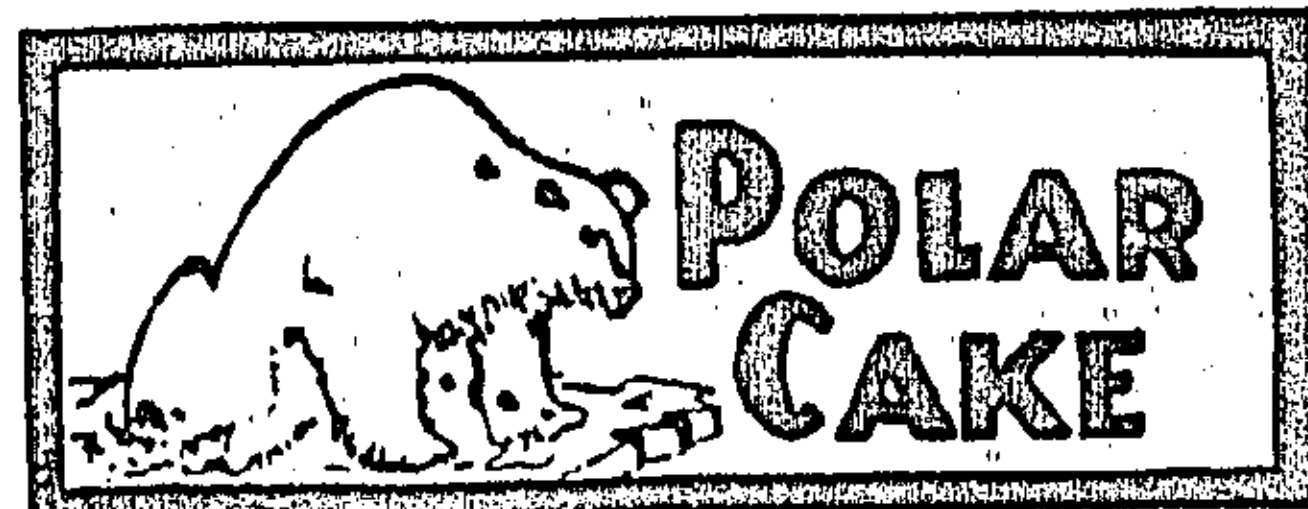
According to the Daily Press the wheels of the military lorries were fitted with a pair of "over all chairs." This should enable them to rest when tired.

The Colonial Secretary expresses the hope that death duties will wipe out a large part of the financial deficit. Is it so Monumental?

"Reader: We know of no infallible system to make money at Macao. Why not play the saxophone instead?"

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PACIFIC RELATIONS.

MR. W. TURNER UNABLE
TO ATTEND.

(Our Own Correspondent.)

Shanghai, June 24.
Mr. William Turner has been
unable to accept the invitation to
join the British delegation to
Honolulu.

[A message dated the 21st inst.
announced that Mr. William Turner,
of Reuters, Limited, has been
appointed an additional British
delegate to the Pacific Relations
Conference which is shortly being
held at Honolulu. A previous
message stated: Britain will be
unofficially represented at the
conference at Honolulu on July 5
to July 29, organised by the
Institute of Pacific Relations,
to discuss question specially con-
cerning countries bordering on the
Pacific, which will be attended by
delegates from the United States,
Canada, Australia, New Zealand,
Japan and China. The British
party will include Sir Frederick
Whyte, Mr. Lionel Curtis, Mr. W.
P. Ker, and Dr. Henry Hodgkin.]

MEMORIAL SERVICE.

THE LATE DR. WU TIN-FANG.

(From a Correspondent.)

Canton, June 23.
A service was held in the city
to-day in memory of the late Dr.
Wu Ting-fang, who passed away
in Canton this day in 1923, just
after the Chan Kwing-ming coup
to overthrow Dr. Sun's Govern-
ment, of which the late Dr. Wu
was Civil Governor of Kwangtung.

A large gathering of officials of
the Kuomintang and the Govern-
ment were present at the service,
after which the officials went to
pay tributes at Dr. Wu's tomb on
the eastern outskirts of the city.

"REDS" IN HOLLAND.

EXAMINATION OF DOCU-
MENTS SEIZED PROCEEDING.

Amsterdam, June 24.
The examination of the docu-
ments seized by the police has not
yet been completed but it is un-
derstood that a close relationship,
principally of a financial character,
has already been established
between the leaders of the In-
donesian movement in Holland
and Moscow.

The question of proceeding
against those concerned is to be
considered later.—Reuter.

ATHENS ANARCHY.

ITALIAN LEGATION THE
OBJECTIVE.

Athens, June 24.
The Kavadas revelations of a
plot were apparently a myth, de-
signed to extort gratitude money
from the Greek Government and
the Italian Legation. Nothing
was found in the houses of the
men Kavadas denounced but
dynamite fuses were found in the
lodgings of Kavadas, who was
arrested.—Reuter.

RUSSIAN FLOODS.

TRANS-BAIKAL RAILWAY
DAMAGED.

Moscow, June 24.
Heavy rains have damaged the
trans-Baikal railway in several
places. Near Irkutsk the track
has been washed out and the sta-
tions and bridges destroyed. Traffic
and the telegraphs are inter-
rupted.
The Amgara and Irkut rivers
are flooded. Urgent measures
have been adopted.—Reuter.

LOCAL WEDDING.

FLEMING—STRONG.

At the Union Church, Kennedy
Road, yesterday afternoon, the
marriage took place of Mr. John
Fleming, a partner in the firm of
Messrs. Lowe, Bingham and
Matthews, and Miss Katharine
Baillie Strong, second daughter
of the Rev. and Mrs. W. B. Strong,
of Glencorse, Midlothian.

The bride, who only arrived in
the Colony on Thursday by the
P. and O. s.s. Macedonia, was
given away by her brother, and
was charmingly dressed in white
georgette, with frilled panels,
trimmed with a spray of orange
blossom and white heather. She
wore a tulle veil, which was held
in place by a silver fillet. The
bride wore trimmed and brocaded
shoes to match her gown, and
carried a beautiful bouquet of
white lilies, pink roses and trail-
ing fern.

In attendance on the bride were
Miss Beatrice Joy Carrie and Miss
Katherine Whyte Smith, who
were daintily attired in frocks of
pink organdie over blue crepe-de-
chine, trimmed with silver, with
wreaths of rosebuds. They also
wore silver coloured shoes and
carried baskets of hydrangeas.

The Matron of Honour wore a
dress of flowered gold chiffon
with a panel of pleated georgette,
and a brown picture hat and shoes
to match.

The duties of "best man" were
carried out by Mr. M. M. Watson,
and the Church service was con-
ducted by the Rev. J. Kirk
Macdonald. Mr. G. E. Longyear
was at the organ.

The Reception.

Following the marriage cere-
mony, a largely attended
reception was held at the
Hongkong Hotel Roof Gar-
den. Among the numerous guests
present were: the Mrs. Read
(sister of the bridegroom), Mr.
Strong (brother of the bride), the
Rev. J. Kirk Macdonald and Mrs.
Macdonald, the Rev. H. Copley
Moyle, the Rev. W. T. Featherstone
and Mrs. Featherstone, Mr. and
Mrs. J. R. Wood, and Master John
Wood, the Hon. Mr. H. T. Jackson
and Mrs. Jackson, Mr. and Mrs.
B. Wylie, Mr. and Mrs. T. S. Whyte
Smith, Mr. and Mrs. A. L. Shields,
Mr. H. R. Sturt, Mr. and Mrs. C.
Blaker, Mr. M. M. Maas, Mr. B. H.
C. Hallows and Miss E. Hallows,
Mr. A. W. Eastman, Mr. M. E.
Key, Mr. and Mrs. H. R. Cle-
land, Mr. and Mrs. Templeton,
Mr. and Mrs. Stevenson,
Mr. and Mrs. W. J. Carrie,
Mr. and Mrs. O. T. Breakepear,
the Hon. Mr. W. E. L. Shenton,
Mr. and Mrs. W. J. E. Mackenzie,
Mr. and Mrs. Somerfelt, Mr. and
Mrs. and Miss Fowle, Mr. and Mrs.
R. M. Henderson, Mr. and Mrs.
Graves, Mr. and Mrs. C. Bernard
Brown, Mr. and Mrs. A. Brenley,
Mr. A. Ritchie, Mr. Bryden, Mr.
Ainsworth, Mr. F. G. Vaux and
many others, including members
of the staff of Messrs. Lowe,
Bingham and Matthews.

The health of the bride and
bridegroom was submitted by the
Hon. Mr. W. E. L. Shenton, and the
bridegroom made a suitable reply.
The honeymoon is being spent at
Manila, and the bride's going
away dress was an embroidered
three piece suit of beige crepe and
crepe-de-chine, the skirt being
pleated. She wore a red hat and
beige shoes.

NEW TOBACCO TAX.

FIFTY PER CENT AD
VALOREM.

(Our Own Correspondent.)

Shanghai, June 24.
A semi-official message from
Nanking states that in view of the
systematisation of the tobacco tax
the Nationalist Government has
proclaimed a national tax of 50
per cent *ad valorem*, enforceable
firstly in Kiangsu province on July
10.

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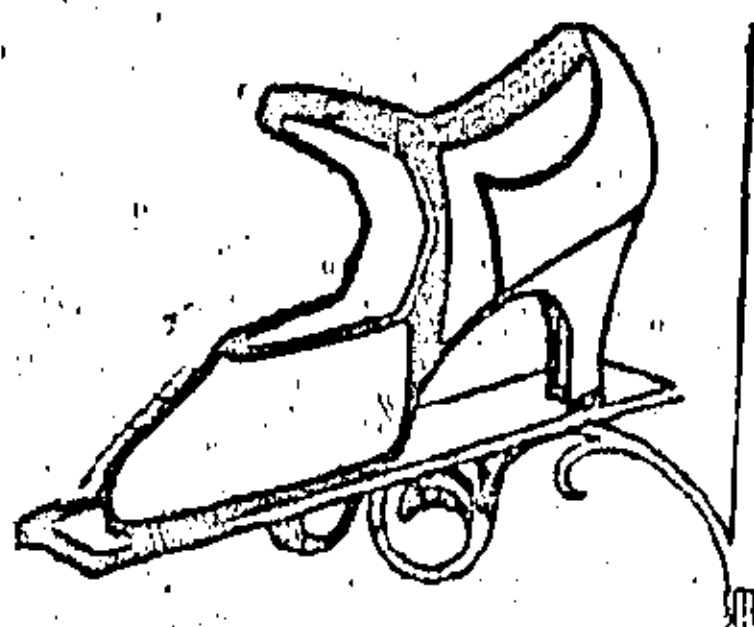
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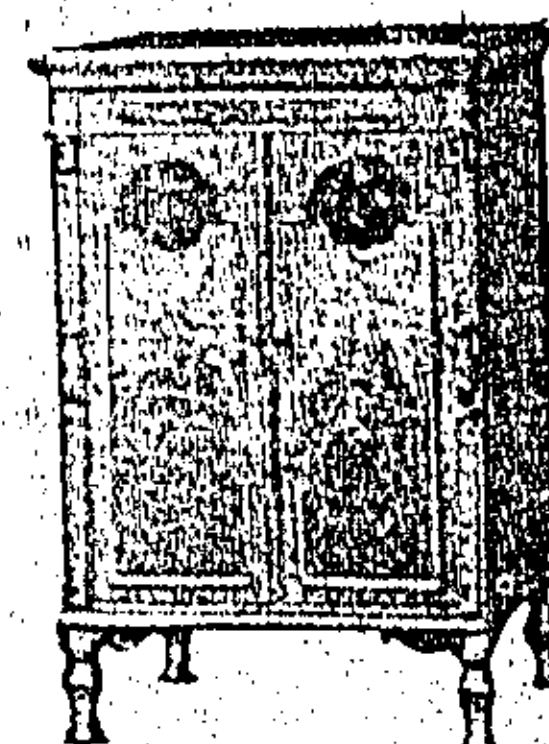


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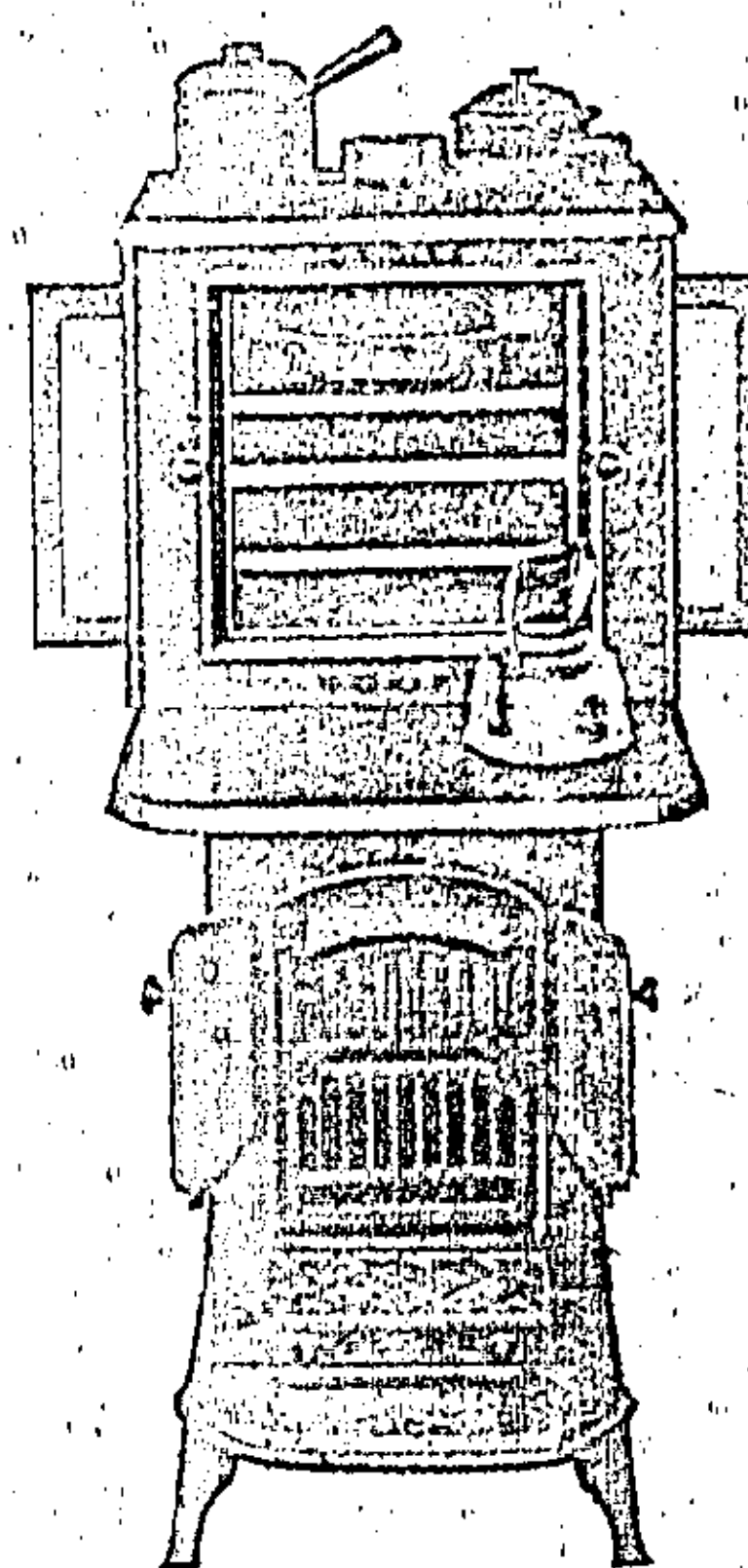


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from one fire.



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Sliding Doors to Oven with

Non-Clouding Glass Panels.

Large and Efficient Oven.

Patent Hot Plate

upon which Kettles and Pots can be
quickly boiled.

80 GALLONS HOT WATER
PER HOUR.

CALL AND INSPECT.

DODWELL & CO., LTD. Tel. C. 1030

Nervous debility

frequently is caused
by faulty nutrition
and can be corrected
by a regular course
of this lung-healing
and body-building
food. Ask for

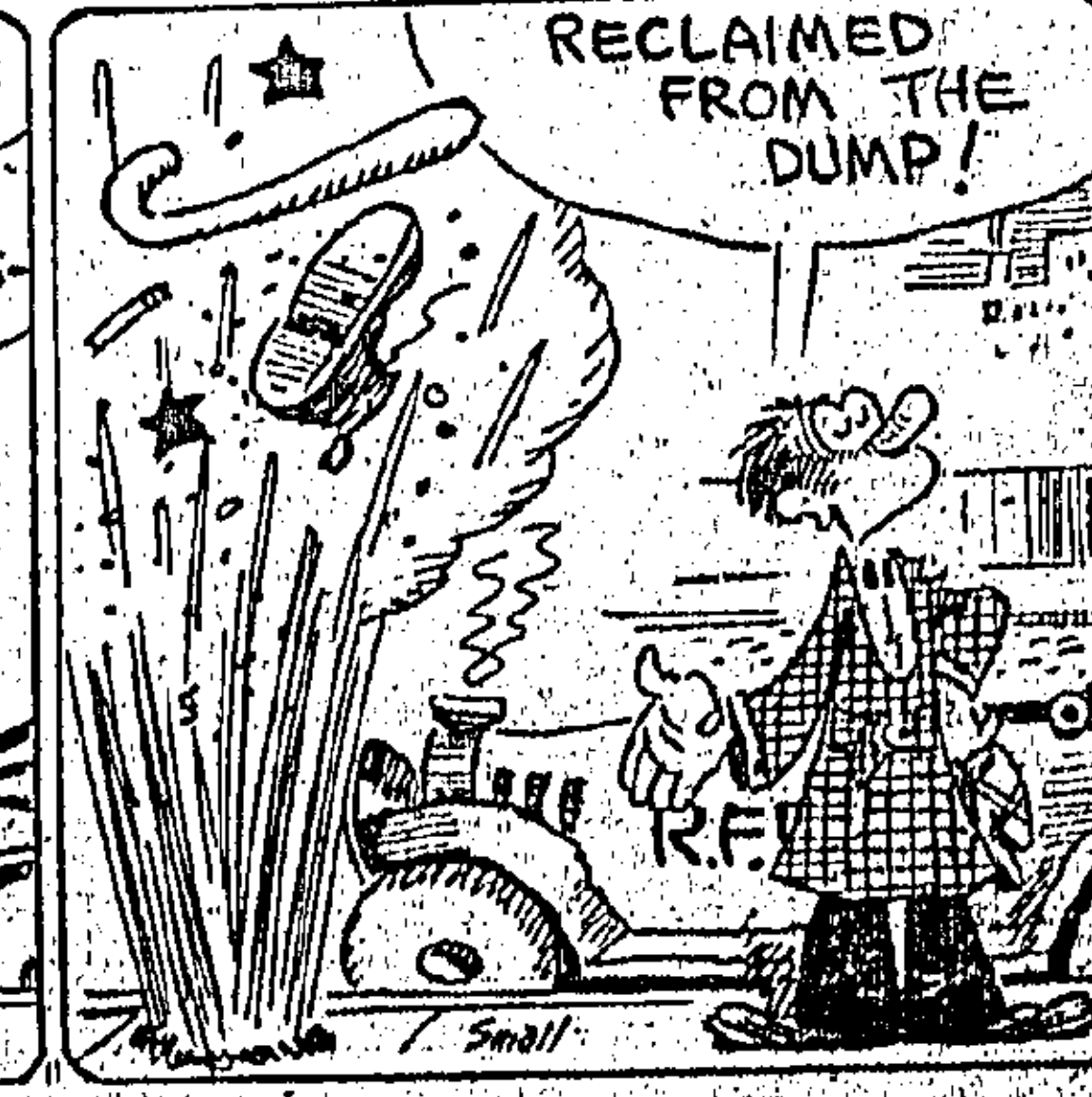
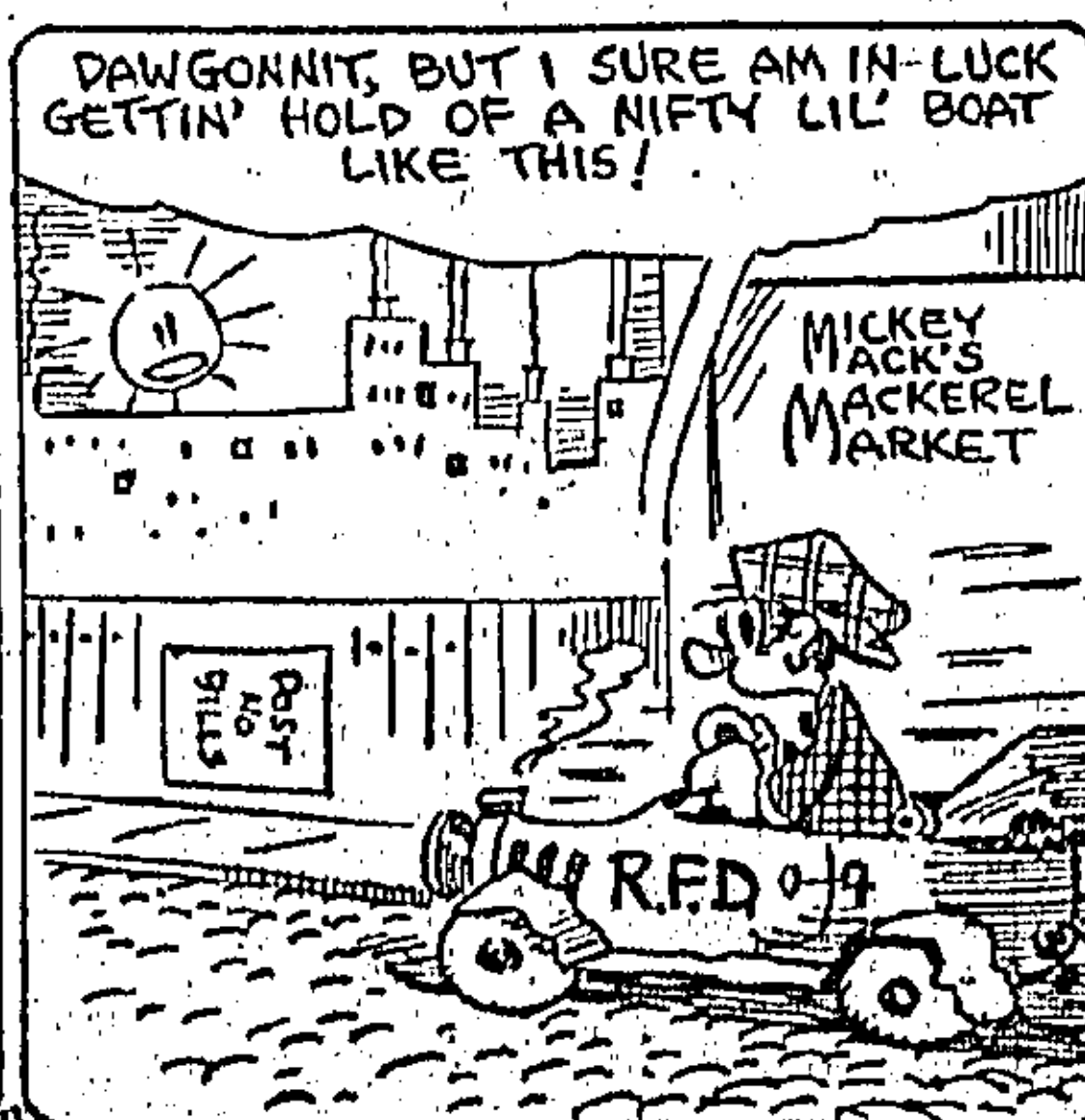


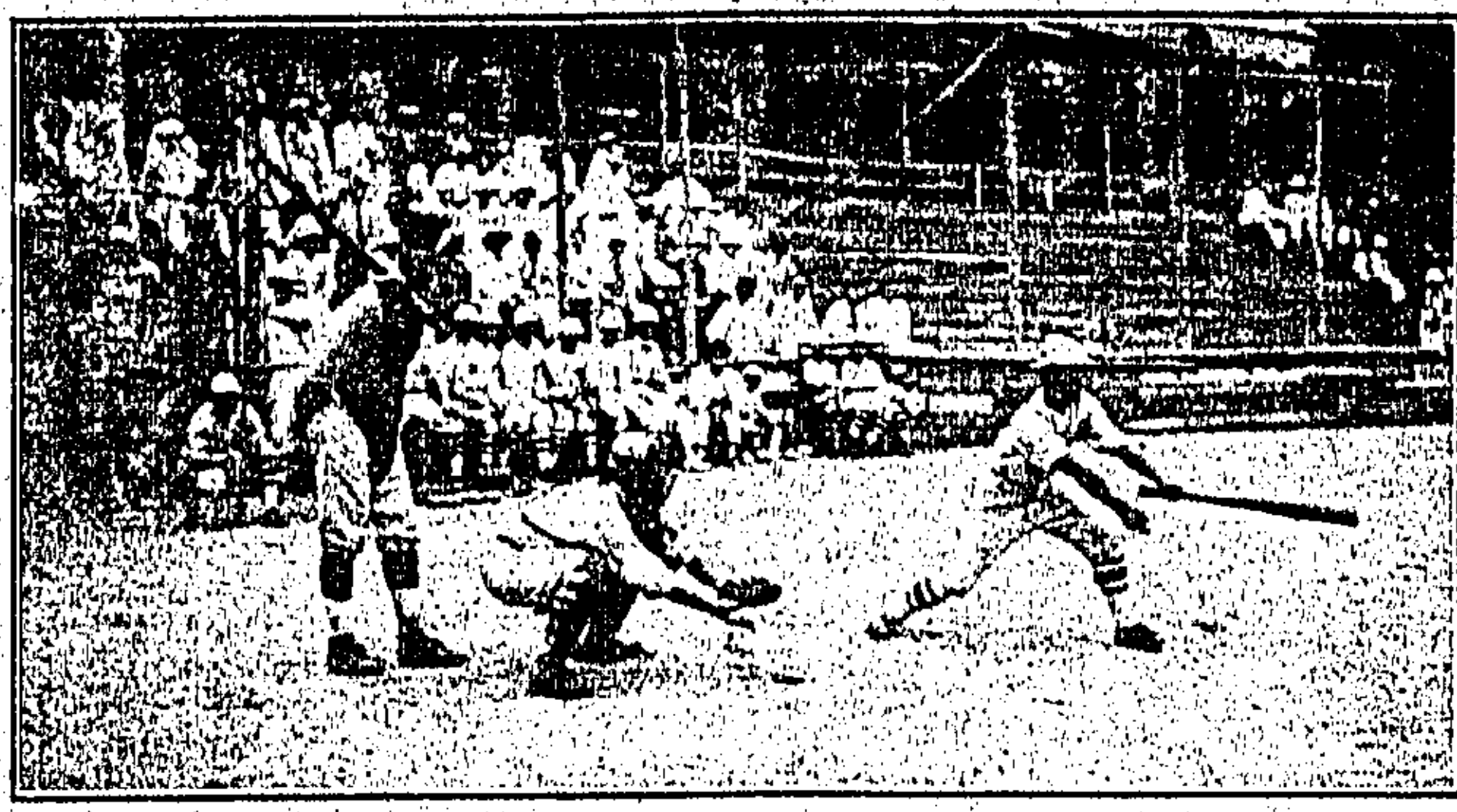
SCOTT'S
Emulsion
The protector of life

SALESMAN SAM

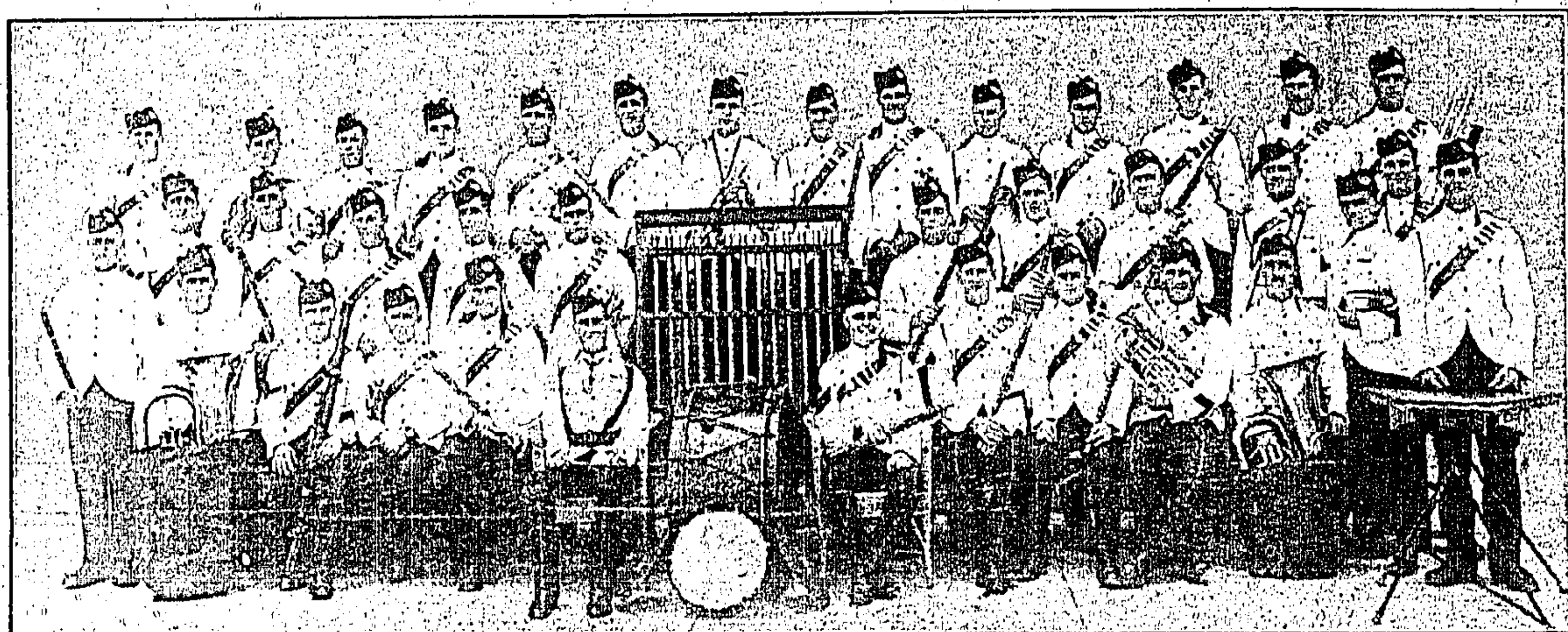
A New Version

By Small

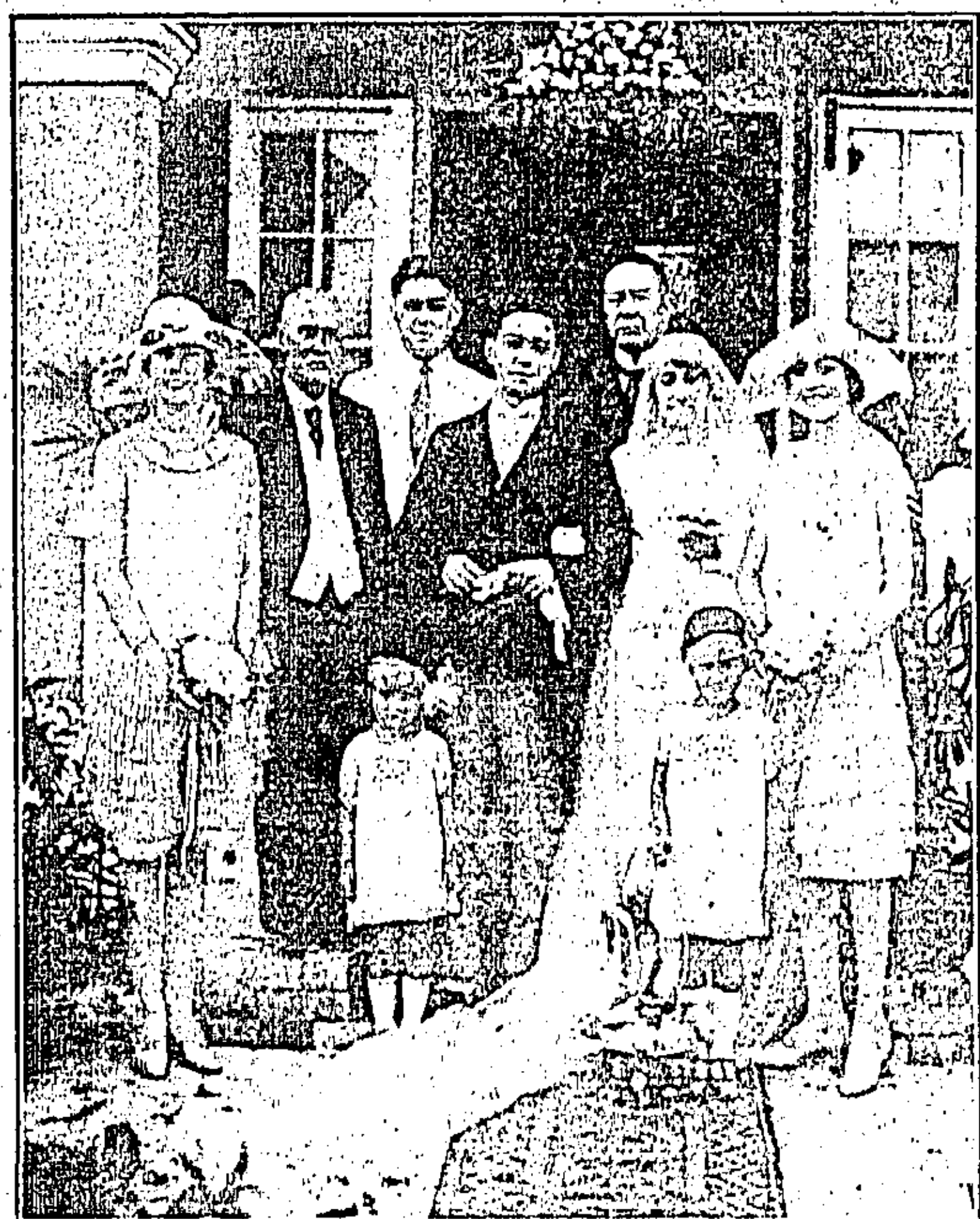




Pictures taken at last week-end's baseball matches, the top two showing incidents in the match Hongkong v. The Dragons, and the lower pair showing play between the Roceiro and The Tigers. (Photo: Mee Cheung).



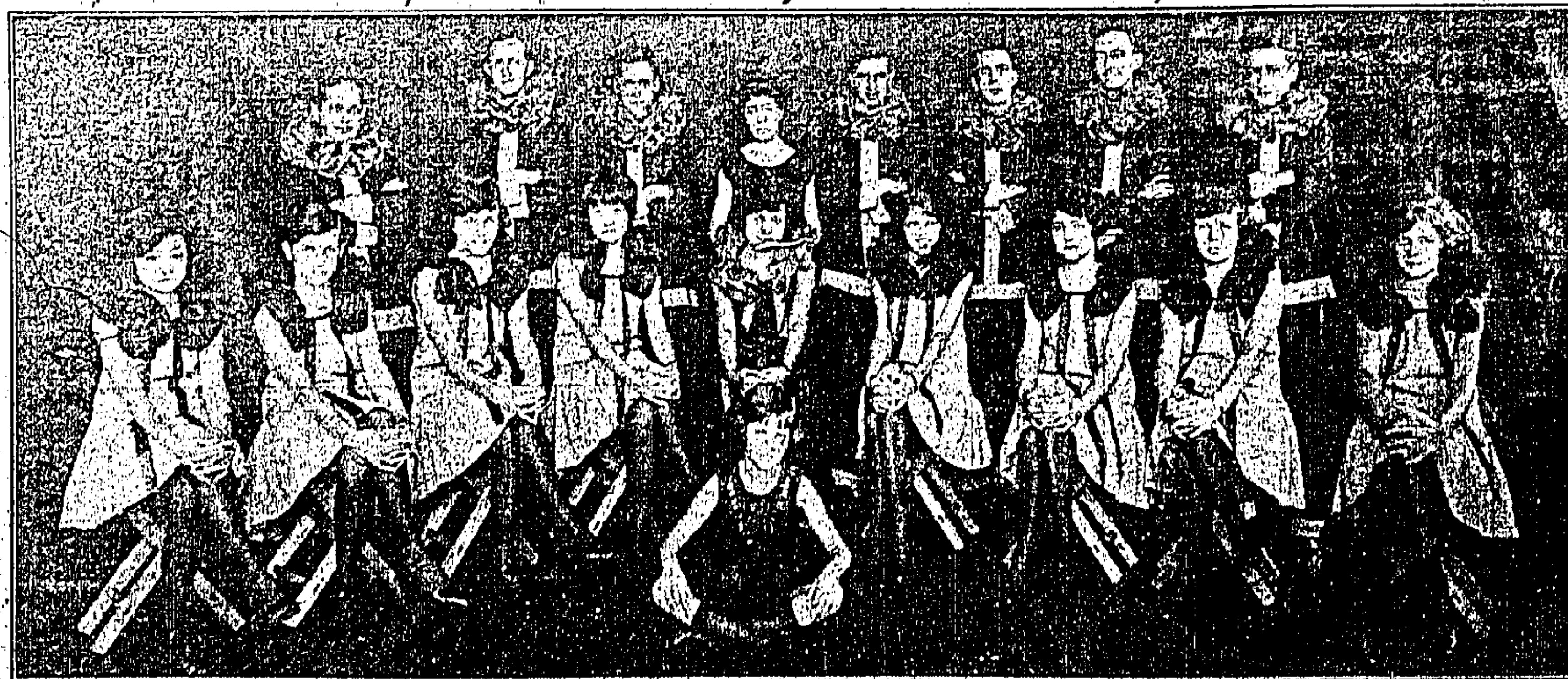
The full band of the 1st Batt. Cameronians, who are to play at this evening's promenade concert at Lee Gardens. (Photo: Mee Cheung).



Wedding group taken last Saturday, when Mr. Luiz Osmund was married to Miss Alda da Silva, at the Rosary Church, Kowloon. (Photo: Mee Cheung).



Group taken at the wedding of Mr. Charles Warren and Miss Henrietta Sully, at St. John's Cathedral, last Wednesday. (Photo: Mee Cheung).



The popular Kowloon concert party, the "J-Fans," who have been giving entertainments to the troops, under the auspices of the Y. M. C. A. Entertainment Committee.

Summer Pyjamas

NO COLLAR, KNEE LENGTH AND SHORT SLEEVES.

(as illustration)



The most comfortable sleeping suit for the hot sultry nights, cut on full free easy lines that prevent any "drag."

Made of a strong absorbent cotton cloth in white, buff and blue.

\$6.50 per suit.

WE ALLOW 10% DISCOUNT FOR CASH.

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

WHITEAWAYS

SPECIAL DOLLAR BARGAINS



THE
'MONSTER VALUE'
TURKISH TOWELS

Very heavy quality in brown and coloured stripe, good large size.

SPECIAL VALUE \$1.00 each.

AN EXCELLENT TOWEL FOR ROUGH USE.
HUNDREDS OF OTHER BARGAINS.

WHITEAWAY, LAIDLAW & COMPANY, LIMITED,
HONGKONG.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 163, 174, 191, 194, 208, 216, 226, 299

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.857.

POSITION WANTED.

POSITION WANTED.—Secretarial or any other responsible position by European Gentleman having long experience in the East. Apply Box No. 231, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building, Apply Sang Kee, same building.

TO LET.—FLATS on the Shamen with all modern conveniences. Apply E. R. Moyra, 25, British Consular, Shamen.

TO LET.—From 1st June, furnish flat at Mount Kellet, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

COMMUNIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—end of October, five roomed unfurnished house on the Peak. Recently renovated. Rent Moderate. Apply Box No. 225, care of "Hongkong Telegraph."

FLATS also **ROOMS**, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4630.

TO LET.—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 18, 19, 20, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 15, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.



J. Ullmann & Co. Agents.

NEW ADVERTISEMENTS.

CHINA COAST OFFICERS' GUILD

And MARINE ENGINEERS' GUILD OF CHINA HONGKONG BRANCHES.

Members are informed that a COMBINED MEETING will be held at the Guilds' Offices 67, Des Voeux Road, Central, (entrance in Pottinger Street) on Sunday, 26th June, 1927 at 10.30 a.m. at which every member in port is requested to be present.

Business as per Circulars.

W. J. STOKES, Branch Secretary

INDO-CHINA NAVIGATION COMPANY, LIMITED.

The Forty-Sixth Ordinary General Meeting of the Company will be held at the Office of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., Pedder Street, Hongkong, on Monday, the 26th July, 1927, at 11.00 a.m. for the purpose of receiving the Report of the Directors, passing the Accounts and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 18th July to 8th August, 1927, both days inclusive.

By order of the Board.

JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, 24th June, 1927.

NOTICE OF REMOVAL.

On MONDAY, 27th June, 1927, the offices of BRITISH-AMERICAN TOBACCO CO., (CHINA) LTD. will be removed to sixth floor, P. and O. Building, Connaught Road, Central, Hongkong, 23rd June, 1927.

MACAO RACES.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

The Third Extra Race Meeting will be held (weather permitting) on Sunday, 3rd July, 1927, First Saddle Bell at 1.30 p.m. Entries close on 24th June, at 8 p.m. Entry forms obtainable from the Secretary, and at the Stables, Hongkong Jockey Club.

By Order, S. W. CHENG, Secretary.

Macao, 19th June, 1927.

HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 25th June, 1927, commencing at 3.15 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each up to Friday 24th June, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

FOR SALE.

FOR SALE.—SEXTANT, equal to new. Only \$80. Apply Box No. 228, care of "Hongkong Telegraph."

FOR SALE.—Henderson Combination. In perfect running order, recently overhauled. Best offer on trial. Apply Box No. 230, care of "Hongkong Telegraph."

EXPERT MASSEUR.

Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Prof. I. K. SETO, Madame H. MORITA, 23, Wyndham St. Tel. C.4995.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street. Tels. C.609 and 3237.

LANE, CRAWFORD'S NEW ORCHESTRA.

Under The Direction of Miss VIOLET ANDREWS.

We have pleasure in announcing that a new and talented Orchestra of Six Performers has been engaged for our Restaurant.

Opening Performance, To-night

Commencing on SATURDAY, JUNE 25th, the latest Dance and Orchestra Music will be played Every Evening (Sundays excepted) during Dinner.

LANE, CRAWFORD, LTD.

CHURCH NOTICES.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Christian Science" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

St. John's Cathedral, Hongkong, June 26th, 1927. 2nd Sunday after Trinity. Holy Communion, 8 a.m. Matins, 11 a.m. Preacher: Rev. H. Copley Moyle. Litany for the Sick 12 noon. Evensong, 6 p.m. Preacher: Rev. N. V. Halward. There will be a Social Gathering in the Cathedral Hall after Evensong. Music and light refreshments. A cordial welcome to all Service Men and others. Wednesday 29th S. Peter. Holy Communion 7.45 a.m.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital). Sunday, June 26th, 1927. Parade Service, 10.15 a.m. Evening Service, 6 o'clock. Preacher at both services Rev. H. S. F. Rossiter. Meetings at Sailors' and Soldiers' Home, Arsenal Street. Sunday, 3.0 p.m. Bible Class conducted by Mr. A. J. May. Sunday, 8.15 p.m. Chaplain's Meeting. Thursday, 8.0 p.m. Fellowship Meeting. Saturday, 8.0 p.m. Prayer Meeting.

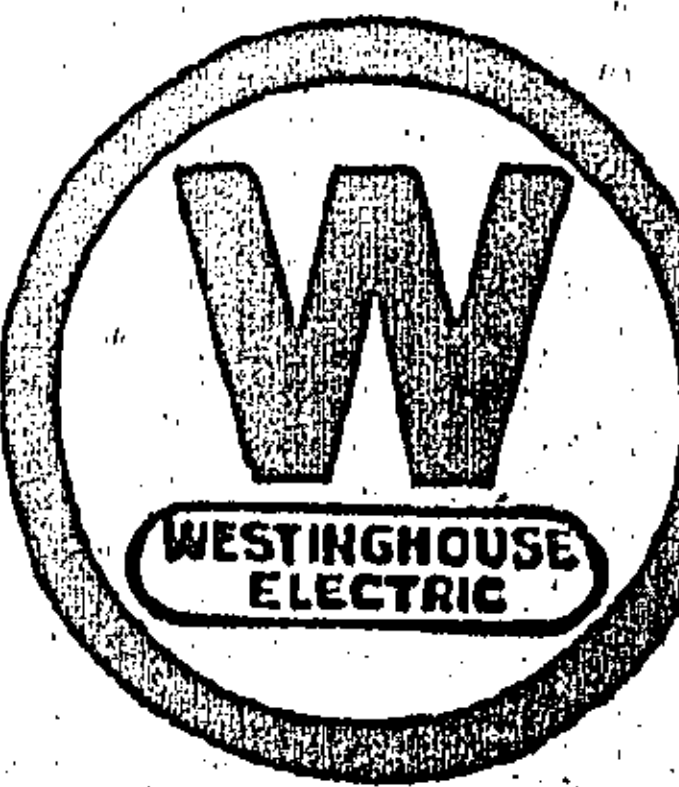
WHEN YOU CANNOT SLEEP.

Insomnia is often the result of indigestion or of constipation or of both, and as often as not a laxative only is required. There is none so well adapted to cleaning the system gently, yet surely, as Pinkettes, the dainty little laxatives and liver regulators.

Pinkettes

They quickly correct bilious attacks and sick headaches, aid digestion, restore regularity of the daily function. Chemists everywhere sell Pinkettes, also post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.



Reiss, Massey & Co., Ltd.

Distributors. Queen's Bldg. Tel. C.673.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

TO-DAY, at 12 Noon.

at the Sales Room, Duddell Street. (for account of the concerned).

1 Case—Singles—more or less damaged by Salt-water.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 28th June, 1927,

commencing at 2.30 p.m.

at their Sales Room, Duddell

A Large Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand with Bevelled Mirror, Glass Cabinet, Tapestry Covered Couch and Chairs, Pictures, Oil Paintings, Curios, Desks, Bookcases, Filing Stands, Carpets, Rugs, etc., etc.

Teak Dining Tables, Teak and Marble Top Round Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, Glass Ware, Crockery, Cooking Utensils, Ice Chests, etc., etc.

Teak and Iron Single and Bedsteads, Teak Wardrobes with and without Mirror, Dressing Tables, Camphorwood and Teak Chests of Drawers, Wash Stands, Baby Cots, Chamber Stands, Toilet sets, etc., etc.

also

A Quantity of Blackwood Furniture.

comprising:—

Cabinets, Chairs, Tables, Jardinières, Armchairs, Opium Stools, etc., etc.

and

One Gramophone. One Cabinet Gramophone.

Two Typewriters.

One Pair Binoculars in Leather Case.

Catalogues will be issued.

On View from Monday, the 27th June, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HONGKONG TIDE TABLE.

From 27th June to 3rd July, 1927.

Day of Month	Hour	High Water.		Low Water.	
		Time.	Height.	Time.	Height.
Mon.	27	7 24	6.8	0 57	2.2
Tues.	28	8 34	7.3	2 34	2.8
Wed.	29	9 44	7.8	4 11	3.4
Thurs.	30	10 54	8.3	5 48	4.0
Friday	1	12 04	8.8	7 25	4.6
Saturday	2	0 14	9.3	9 02	5.2
Sun.	3	1 24	9.8	10 39	5.8



Better use the elevator if you object to stairs.

SOUTH AFRICA TO-DAY.

SCOUTING AND GUIDING REVIEWED.

In a community where people do not see very widely, there has been considerable suspicion in South Africa of the Boy Scout and Girl Guide movement, writes Sir Robert Baden Powell, Bt., in the "Times." It was very reasonably supposed that a disciplined uniformed army of boys, with an old General Officer as its figure-head, was a deliberate scheme to make the next generation into soldiers to serve as cannon fodder for England's battles; and that the training of girls to render first-aid meant, obviously, that they were to form the Ambulance Corps for war purposes. Latterly, however, people have begun to realize that this is not merely a British movement, but one which has been adopted by practically every civilized country as an educative force, non-military, non-political, non-sectarian in its practice, but all-inclusively to develop better citizenship within nations and peace and good will between nations.

President Coolidge pointed out, last year, that the Scout movement possessed a unique power for moulding together the varied foreign elements which are brought in to form the American nation—a power unique because it went beyond that of either schools or churches, and beyond that of other associations, since it dealt with the young of both sexes and all classes, creeds, and races. So too, in South Africa, where the nation is yet small—one million and three-quarters—and in process of formation, it would seem that Scouting has a similar opportunity of rendering a service of national value.

Good Types.

The boys themselves are generally of a first-rate type, and the girls are not one whit behind them. They are particularly responsive to good leading, and I have come away full of confidence in what Scouting and Guiding can do, under good leadership, to eradicate any weak points in their character and to replace these with the qualities desired.

In the course of our tour we found the Scout and Guide branches everywhere organized on a good footing, in good hands, and well distributed about the Union and through Rhodesia, even to 700 miles north of the Zambezi.

Among the several developments which gave one special grounds for great hopes were these:—In every one of the six Provinces visited, the Director of Education is fully in favour of the training; special steps are being taken to bring the poorer white children under its influence; the Dutch boys and girls are joining in increasing numbers; the great schools are now taking up Scouting, just as they are doing in England, with a view to teaching their boys service through preparation to be Scoutmasters.

Training of Natives.

An interesting experiment has been carried on for the past four years, by willing workers, in training native boys on lines similar to those of the Scouts, but quite separate and different in dress, name, and details. It is an attempt to instil character, handicraft, the attributes of good citizenship and a higher standard of life into these lads, and is carried on under the control of the Boy Scouts' Association. Some 4,000 are in training in the different centres, including Lovedale, Pretoria, Pietersburg, Johannesburg, Maseru, &c. The results, so far, have been most encouraging and promise success. A similar experiment is being made with the native girls, with equally hopeful effect.

It may seem fantastic, perhaps, to dream that from small, eccentric beginnings, of this kind something useful may be evolved, but the formation of a new nation out of the very differing elements existing in South Africa is an entirely novel step, and therefore the use of novel methods may not only be excusable, but desirable.

At any rate, with the immense promise which lies before the country on the one hand, and the immense dangers that loom round it on the other, those who are anxious for the well-being and prosperity of the Union are justified in at least trying to help to produce a united nation as a team for bringing success, in place of a house divided against itself.

It is no longer a case of developing the strength of one race to over-rule another, but of bringing the different racial streams, as Lord Balfour would put it, to flow together to become a river for the mutual good of all. And what an opportunity it is! The material is all there in a fine people of both kinds, in a country and climate capable of producing all that is needed to feed, clothe, and equip a nation.

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macau, Kwongchow, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

During the interruption of the Hongkong-Macau cable service the Macau Radio Station will remain open for the exchange of telegrams with Hongkong from 8 a.m. to 10 p.m. The Hongkong Station is always open and messages are accepted at any time throughout the 24 hours.

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcel post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	Per	Date.
Shanghai	Per Soochow	June 25.
U.S.A., Canada, Japan and Shanghai	Pres. Jefferson	June 26.
Shanghai	Changchow	June 28.
Manila	Pres. McKinley	June 27.
Canada, U.S.A., Japan, Shanghai and London via Canada London 28th May	Emp. of Asia	June 27.
Japan	St. Albans	June 28.
Shanghai	Chenap	June 28.
U.S.A., Honolulu, Japan and Shanghai	Pres. Lincoln	July 4.
U.S.A., Honolulu, Japan and Shanghai	Pres. Van Buren	July 4.
Australia and Manila	Aratua	July 4.
Japan and Shanghai	Portus	July 4.

OUTWARD MAILS.

For	Per	Date.
Saigon	Solvikin	Sat., June 25, 2.30 p.m.
Swatow	Haiyang	Sat., June 25, 2.30 p.m.
Bangkok	Halldor	Sat., June 25, 3.30 p.m.
Samsui and Wuchow	Taihing	Sat., June 25, 3.30 p.m.
Shanghai and Europe via Siberia	Shantung	Sat., June 25, 5 p.m.
Hoihow and Tourane	Devawongse	Sat., June 25, 5 p.m.
Haiphong	Mingsang	Sun., June 26, 8.30 a.m.
"Swatow and Bangkok"	Kaying	Sun., June 26, 8.30 a.m.
Haiphong	Mingsang	Sun., June 26, 8.30 a.m.
Swatow, Amoy and Fochow	Kaijo Maru	Sun., June 26, 9 a.m.
Port Bayard, Hoihow, Pakioi and Straits and Calcutta	Sulsang	Mon., June 27.
	Letters	Parcels noon
Bangkok	Klungchow	Mon., June 27, 1.30 p.m.
Swatow	Linan	Mon., June 27, 2.30 p.m.
Shanghai	Linan	Mon., June 27, 2.30 p.m.
Manila	Pres. Jefferson	Mon., June 27, 3.30 p.m.
Formosa	Korea Maru	Tues., June 28, 8.30 a.m.
Shanghai, Japan and Europe via Siberia	Kitano Maru	Tues., June 28, 10.30 a.m.
Shanghai	Tjikembang	Tues., June 28, 11.30 a.m.
Swatow, Amoy and Fochow	Haiching	Tues., June 28, noon
Bangkok	Chinhuu	Tues., June 28, 2.30 p.m.
Manila	Empress of Asia	Tues., June 28, 3.30 p.m.

Shanghai, Japan, Canada, U.S.A., E. & S. America, Europe via Victoria, B.C., and Europe via Siberia. Pres. McKinley. Tues., June 28, 3 p.m. Registration 4.15 p.m. Letters 4.45 p.m. (Due Victoria, B.C., July 18.)

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles. Sarpedon. Wed., June 29, 11 a.m. Registration 9 a.m. Letters 10.30 a.m. G. P. O. Registration 9.45 a.m. Letters 10.30 a.m. (Due Marseilles, 27th July.)

Sandakan. Hsinang. Wed., June 29, 1.30 p.m. Swatow. Hangsang. Thurs., June 30, 8.30 a.m. Klungchow, Pakioi and Haiphong. Tean. Thurs., June 30, 8.30 a.m. Java via Batavia. Tjisondari. Thurs., July 1, 11.30 a.m. Swatow. Chenan. Thurs., June 30, 12.30 p.m. Amoy. Lai Sang. Thurs., June 30, 5 p.m. Swatow, Amoy and Fochow. Haining. Fri., July 1, 9 a.m. Manila, Sandakan, Australia and New Zealand via Thursday Island. St. Albans. Fri., July 1, 9 a.m. Registration 11.15 a.m. Letters noon. (Due Thursday Island 16th July.)

Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Aden Egypt and Europe via Marseilles. Fushimi Maru. Sat., July 2, 11 a.m. Registration 8.45 a.m. Letters 9.30 a.m. (Due Marseilles 1st August.)

Swatow. Kwongsang. Sun., July 2, 8.30 a.m. Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles. Porthos. Tues., July 5, 12.45 p.m. Letters 1.30 p.m. (Due Marseilles 5th August.)

*Correspondence bearing vessel's name only.

ATLANTIC FLIGHT.

COMMANDER BYRD STILL DELAYED BY WEATHER.

Roosevelt Fields, N. Y., June 24. Commander Byrd has again postponed his Paris flight owing to the weather. His folk plane "America" was wheeled out to the elevated runway ready to start while Commander Byrd and his companions slept, but a tropical cloudburst struck the field drenching the thousands of spectators. The aeroplane had been attached to a motorcar which was driven against the wind in order to prevent the machine from being blown away. It is problematical when Commander Byrd will be able to start. —Reuter's American Service.

AMERICAN IMMIGRATION.

SUGGESTION TO RAISE BRITISH QUOTAS.

SINCERE'S FRUIT SYRUP

A REFRESHING DRINK FOR SUMMER



Drink the refreshing drink of summer and taste the natural fruits. These are available in Sincere's Fruit Syrup—an extract of fruits prepared and bottled by the modern hygienic process.

Large Bottle ...	...	...	70 cents.
Medium ,,	...	...	45 "
Small ,,	...	...	25 "

Phone Sincere's to send you a trial bottle to-day.

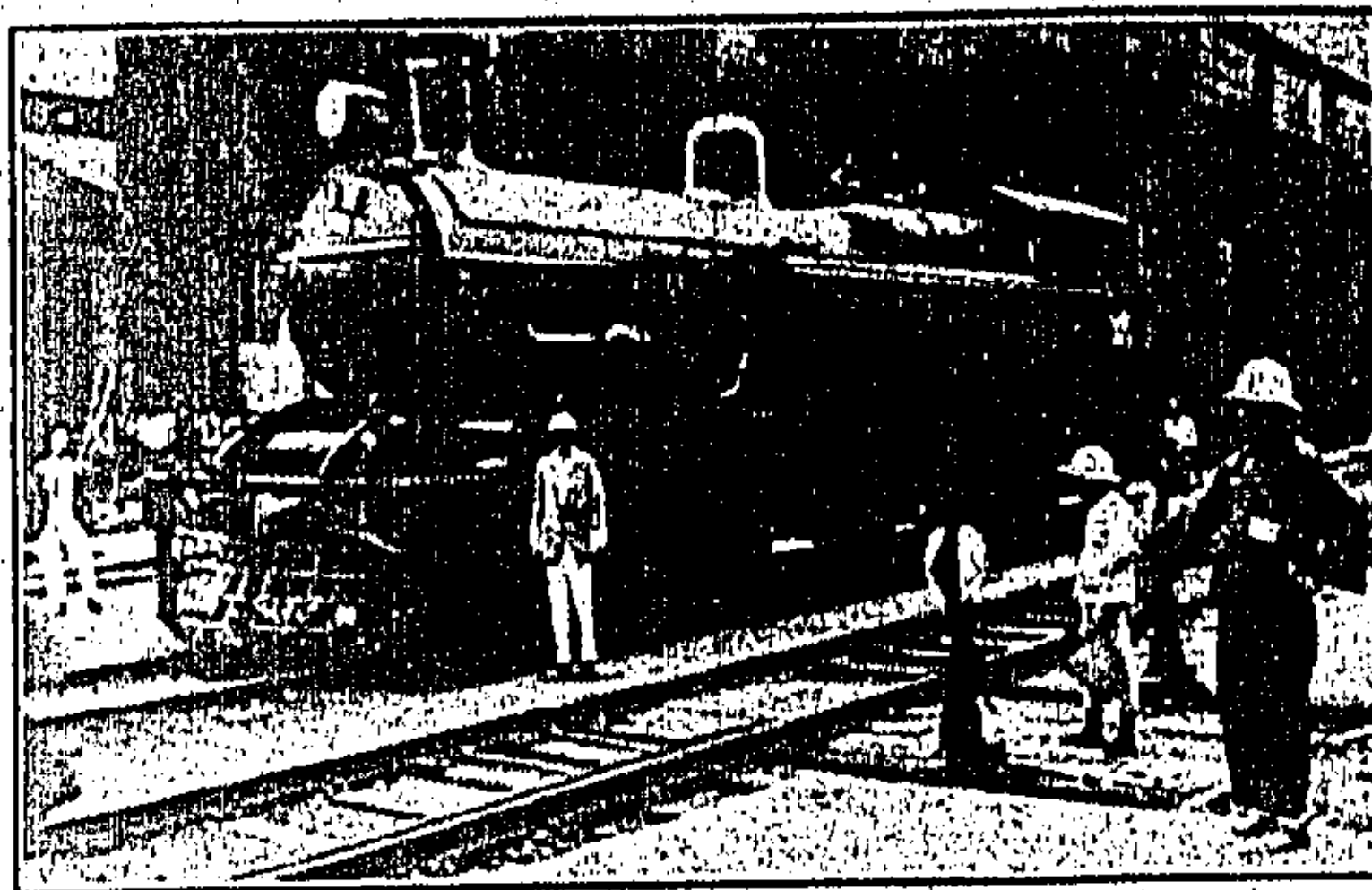
SINCERE'S TROPICAL POWDER

An antiseptic preparation for all kinds of skin disease. Specially recommended for foot troubles.

10 cents per packet.



A UNIQUE TRIP.



The engine belonging to the British Section of the Kowloon-Canton Railway which last Monday hauled a train from Kowloon to Canton—an event unique in the history of the line. The above photo was taken at Canton and in front of the engine is seen Mr. C. D. Lambert, the Chief Mechanical Engineer of the British Section.

INTERESTING FACTS ABOUT WORDS.

Professor D. Fraser Harris
writes in a Home paper:

The mistakes that have crept into English through ignorance, carelessness, and laziness are more numerous than one who has not studied the subject would be disposed to think.

We all write "a newt," but it ought to be "an eff" or "an ewt," being the old English word for that familiar tailed amphibian. Here, in error, the "n" or "an" has become attached to the word "eft." Another example of the same thing is "a nickname," which ought to be "an ekename," "eke" being the old English for "additional." A nickname is an additional name given to someone in fun or satire. This is the same word "eke" meaning "also," which lingers on in poetry in that sense. Still another case of "n" of "an" attached to the word following is "a niche," which ought to be "an iche," this being the original form of the word.

Our last example, "tawdry," may be taken from a proper name, St. Audrey, or Ethelreda, where the "t" of "saint" has got placed in front of the name Audrey with the "e" dropped out.

At first there was no implication, as now, that the finery at the fair of St. Audrey was mean or shabby.

Exactly the opposite process has gone on in those where the initial "n" of the word itself has become detached and put on to "a", the indefinite article. "An adder" should be "a nadder," the name of this little reptile beginning with "n" in old English.

Similarly, "an apron" should be "a naperon." This being the original form of the word which we still have in "napery"—the housewife's collection of all the linen, &c., for domestic use.

The "Superfluous" "S."

The forms of some words are simply the perpetuation of errors and misconceptions about their meaning or derivation. Thus "lanthorn," the spelling of lantern we find in old-fashioned books, had nothing to do with "horn," since "lantern" comes straight from the Latin "lanterna." But someone, thinking that the word had reference to the fact that lanterns in those days had sides of horn, spelt it "lant-horn" in complete ignorance of its simple Latin origin.

Another case of a little knowledge being a dangerous thing is the spelling of our word "island." The "s" has no business there, for the word is from the old English word "iland." But someone, knowing that the Latin for island, "insula," has an "s," wrote it "island" with an "s," and in that form it has ever since remained.

This sort of thing is not confined to illiterate persons; both Coleridge and Macaulay wrote "I wis," under the impression that this is the past of "I wot."

There never was a word "wis" in old English; the past of "I wot" is "I wist," as we have it in the 1611 version of the Bible.

Even Macaulay could make a mistake in ordinary grammar, when he wrote—

"And in his hand he shakes
the brand

Which none but he can wield."

Now here the "but" is not the conjunction, but a preposition, meaning "except," so that the meaning is "which no one can wield except him."

Missapprehensions about words can carry us far afield; the "West Indies" are the result of geographical confusion arising from the desire to discover a route by the West to India. To call the aborigines of the American continent "Indians" is to make confusion worse confounded.

Some vulgar corruptions are very familiar to us, as when the man in the street calls out, "Who'll buy my sparrow-grass?" when he

"Beef-Easters."

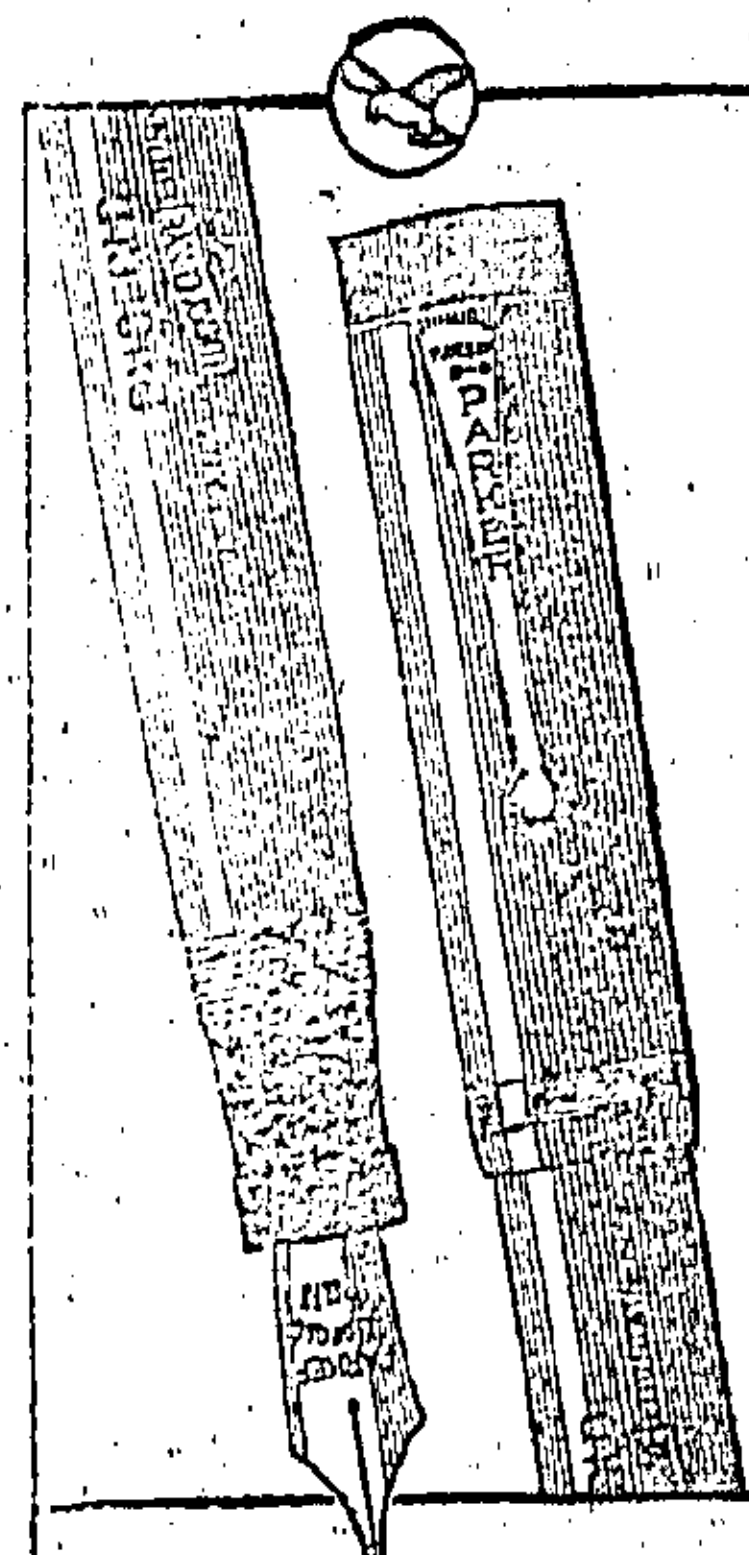
One of the most famous instances of a word showing confusion of ideas is "Beef-eater" as applied to one of the Yeomen of the King's bodyguard. The word is a corruption of "Butteler," the person who stands behind the Buffet, or sideboard, in this case in a Royal dwelling. The "beef-eater" has nothing to do with "beef" nor with "eating."

Other examples of this sort of thing are: "Fox-glove" for "folk's glove," that belonging to the "little folks," or fairies; and "country-dance" from the French "contredanse," a dance in which those taking part stand in two rows facing each other.

"Jerusalem-artichoke" is one of the most curious of those confusions of ideas, for the name of this plant has nothing whatever to do with the capital of Palestine. The word is from the French "girasole," and that is from "gero a solem," the Latin for "I turn to the sun."

And, finally, we can buy in Edinburgh to-day some small sweet cakes under the extraordinary designation of "petticoat tails." This is a corruption of "petites gâtelles," gâtelles being the diminutive of gâteaux, a cake. This is only one of the verbal remnants of the old association between Scotland and France which culminated in the days of the unfortunate Mary Queen of Scots—half Scottish and wholly French!

The straw hat industry of Shanghai is making remarkable progress. According to a Philippine exporter of straw braids in Shanghai, the value of Chinese straw hats exported annually to the United States of America from Shanghai has grown from U.S. \$40,000 to U.S. \$100,000; England and France have also recently placed large orders with the straw hat factories of Shanghai. The growth of the Chinese straw hat industry is said to be seriously affecting that of the Philippine Islands.



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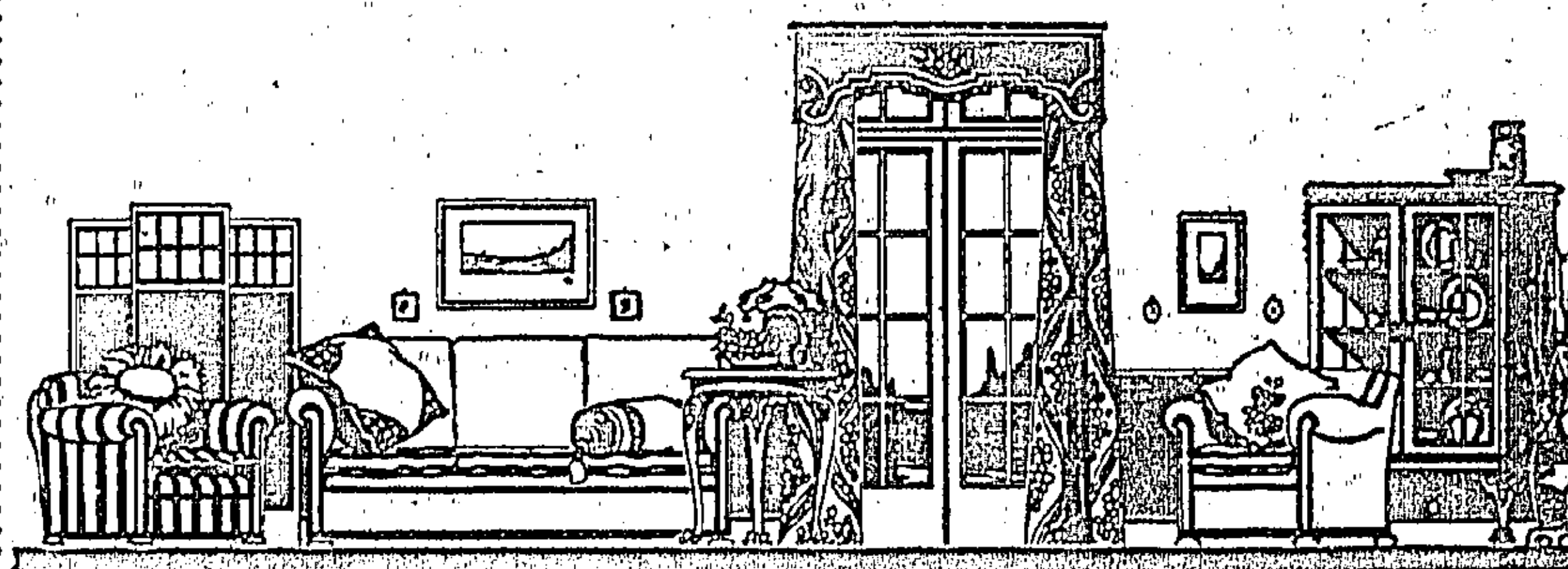
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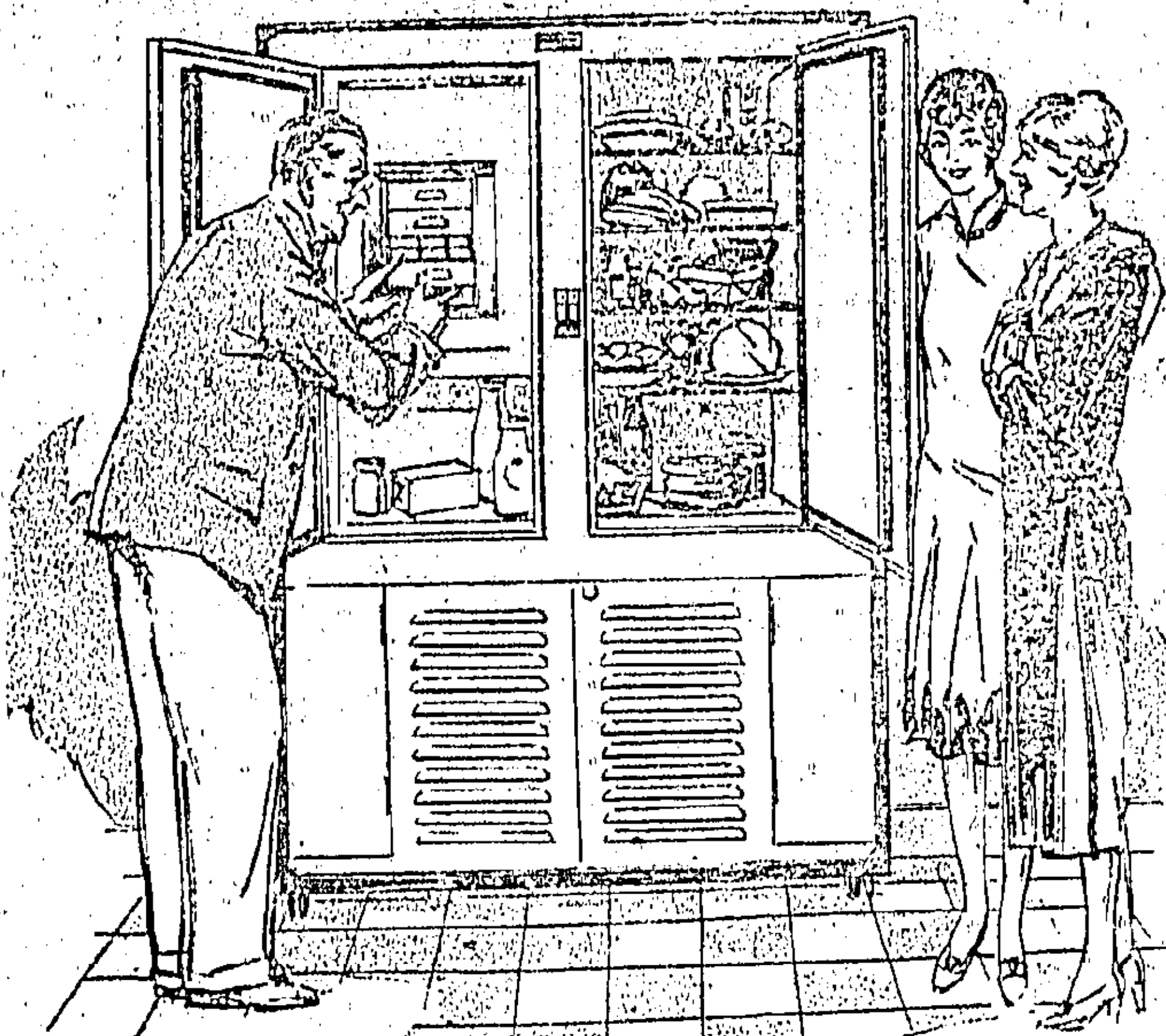
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CHANG TSO-LIN'S PREPARATIONS.

MILITARY LEADERS HENCEFORTH UNITED.

Peking, June 18. Marshal Chang Tso-lin said today in a private interview with the North-China Daily News correspondent that when the present "Nationalist" movement started, under Russian inspiration, the provincial Military Governors who were attacked made no organized defence, but were content with trying to protect their own territories or with retaining their posts by accepting appointments under the "Nationalists." In the beginning, said he, it did not appear that united opposition would be necessary to save the country from the horrors of a communistic regime. More recently, however, Russian intrigue and propaganda had been so widespread and effective, that it was now apparent that nothing but concerted action by those opposed to Communism could save the country from being overrun and destroyed by mob rule under Russian instigation.

Conference of all Anti-Bolsheviks. "I have therefore been obliged," continued Marshal Chang, "to invite all the officials still holding out against Bolshevism to Peking to confer with me upon this matter of forming a single organization to save the country. There has been a frank and honest exchange of information during the conference, and we are convinced that if we can effect a closely knit consolidation, under a single central authority, the Government of China has sufficient military support to save the situation."

"All the provincial officials have agreed to relinquish their independent commands over their individual armies and to unite in one military organization, under a supreme military director of the whole force, submitting to re-division and regrouping according to necessity. I have been appointed Generalissimo of all the armies of the North that are pledged to fight the Communists who are under Russian control to the end. On this basis it is now possible to reorganize the Peking Government, which we shall support and defend as the Government of China until we succeed in blotting out completely the political disease with which the Russians have inoculated our people and until we have restored the country to sanity and sound, honest Government, representative of the interests of the whole Chinese people in the North and South."

Present Military Plans. "The re-distribution of troops and other military plans have been carefully worked out. The Fengtien troops will hold a front southwest of Peking and will reinforce the Shantung troops according to necessity. For the time being we shall stand on the defensive, holding all country north of the Yellow River, but as soon as our reorganization under an united command is complete, we shall abandon the defensive and bend every effort towards re-uniting the whole country under one Government, in which the South will have as much voice as the North."

"The first essential is the entire elimination of Russian Communist influence since the Soviet agents have no interest in China beyond the advancement of their own selfish ends. As soon as the new Government is established, it will appear that we have no quarrel with the nationals of any foreign nation. If there are differences of opinion, they can be taken up through diplomatic negotiation and can be amicably settled in the right way, at the right time. Foreigners should not think that the Chinese people hate them. The Russians have inspired propaganda designed to stir up ignorant Chinese and delude them into believing that their present troubles are caused by the foreigners. As proof of this we have, among the unpublished documents, found in the Russian Embassy, one that discloses proposals made to a certain Power to hand over to that Power all the British Concessions in China as the price of withholding support from Great Britain in

STUDY OF CHINESE.

ITS VALUE STRESSED AT TEA PARTY.

At the tea-party given at Government House yesterday, at which about 60 Chinese merchants were present, a speech was made by Professor Lai Chai-hai of the Hongkong University urging the need of the study of Chinese and the value of the Chinese literature. He concluded by saying that \$40,000 was received from Straits Settlement Chinese toward the Chinese Department in the University; but this sum would be enough for the department to carry on for only one or two years as a considerable amount would have to be spent on Chinese books for the Chinese library.

H. E. the Governor, speaking in Chinese, stressed the need of the studying of the Chinese and English languages among Chinese students as a great step toward forming a good will between people of the two nations. Other speeches were also delivered by Sir Shou-son Chow and Mr. Kwok Chun-yeung. The latter had in the past donated \$50,000 for the Chinese Department in the University. In his speech yesterday he said he would be willing to further assist the Chinese Department.

COMPANY RESULT.

THE CHINA MERCHANTS S. N. CO.

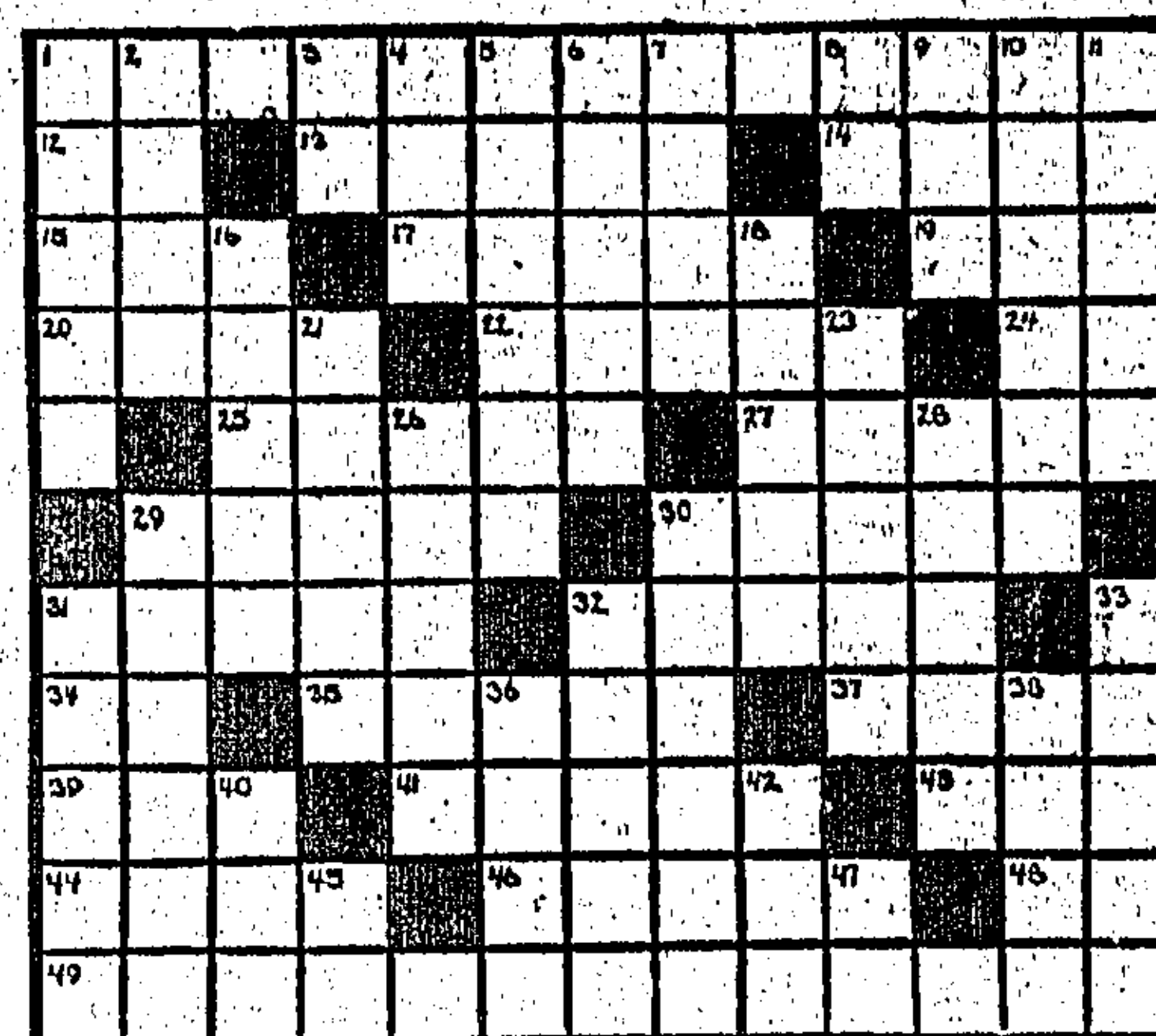
A total loss of Tls. 1,734,663.672 was sustained by the China Merchants' Steam Navigation Co. during the lunar year of Ping Yin ended February 1, 1927, according to its 53rd annual report and statement of business. The total receipts during the year amounted to only Tls. 439,132,766 while the total expenditure was Tls. 2,173,796,438. The loss was chiefly accounted for by the decline in business in July due to the military activities in the lower Yangtze section and the commandeering of ships by Sun Chuan-fang's troops, and by the cessation of business in October on account of the seamen's strike. As a result, only 7 months' business along the Yangtze River and 10 months' business between south and north was done by the company during the whole year. The company is capitalized at Tls. 8,400,000.

this country. We know that the Soviet scheme was to eliminate Britain first, and then later to direct the attack against other foreign nations in their turn, until all foreigners were out of China except the Red Russians. The success of such a scheme is what we are out to defeat.

Common Enemies of China. "With regard to the 'Nationalists,' we are willing to co-operate with any of them who are sincerely working for the welfare of China, and we have frankly said so, but we have been unable to find Chiang Kai-shek sincere in his anti-Communist protestation."

"After exchanging views with Chiang, we cannot help feeling that Nanking and Hankow are common enemies of China, working under common Russian direction. Bolshevism is international and is not a Chinese issue. If the Soviet Russians succeed in dominating Peking it will be an international calamity, since Bolshevism once firmly established in China must spread further, with an inevitable reaction upon the Western Powers. It is disappointing and discouraging that the foreign nations have not grasped this, but interpret the trouble in China as traceable to anti-foreign feeling only. We know that our cause is right and is in best interest of China and the whole world. We believe that we shall be able to conquer this evil that the Soviet has imported into China and that, in time, the foreign nations will understand the real issues and will co-operate with a regenerated China, once more admitted to international friendship, to the advantage of all."—N. C. D. News.

OUR CROSSWORD PUZZLE.



- Horizontal.
- 1 Similar to an executor of an estate.
 - 12 Behold.
 - 13 More tractable.
 - 14 Professional tramp.
 - 15 Queer.
 - 17 Pertaining to the pope.
 - 19 Affirmative.
 - 20 Rowan tree.
 - 22 Neglected city boy.
 - 25 Artists' frame.
 - 27 Nasal openings.
 - 29 Barked at.
 - 30 Honoured with a festival.
 - 31 Fervour.
 - 32 Rich figured fabric.
 - 34 Mother.
 - 35 A lobe of the palate.
 - 37 Opposed to right.
 - 39 To perform.
 - 41 Genus of low evergreen shrubs.
 - 43 Beverage.
 - 44 Eagerness.
 - 46 To degrade.
 - 48 Abbreviation for "railroad."
 - 49 Place of business plus its fixtures.
- Vertical.
- 1 The common European shad.
 - 2 Large heavy flightless bird.
 - 3 Neuter pronoun.
 - 4 Woolly surface of cloth.
 - 6 Mirrored.
 - 7 Last division of the calyx.
 - 8 Boxlike wagon used to haul ore.
 - 9 Exclamation of surprise.
 - 10 Playing.
 - 10 Complied with orders.
 - 11 June flowers.
 - 16 Terror.
 - 18 Steamer.
 - 21 Type of inlet.
 - 23 Pertaining to one's birth.
 - 26 To labour in behalf of.
 - 28 To change the setting of a gem.
 - 29 Pairs.
 - 30 Brawl.
 - 31 To astonish.
 - 32 Plea of being elsewhere at the time of an alleged crime.
 - 33 To commence.
 - 36 Pertaining to a mountain range in eastern Russia.
 - 38 Common spore plant.
 - 40 To make lace.
 - 42 Tree having tough wood.
 - 45 Melancholy note in scale.
 - 47 Printers' type measure.

Yesterday's Puzzle.

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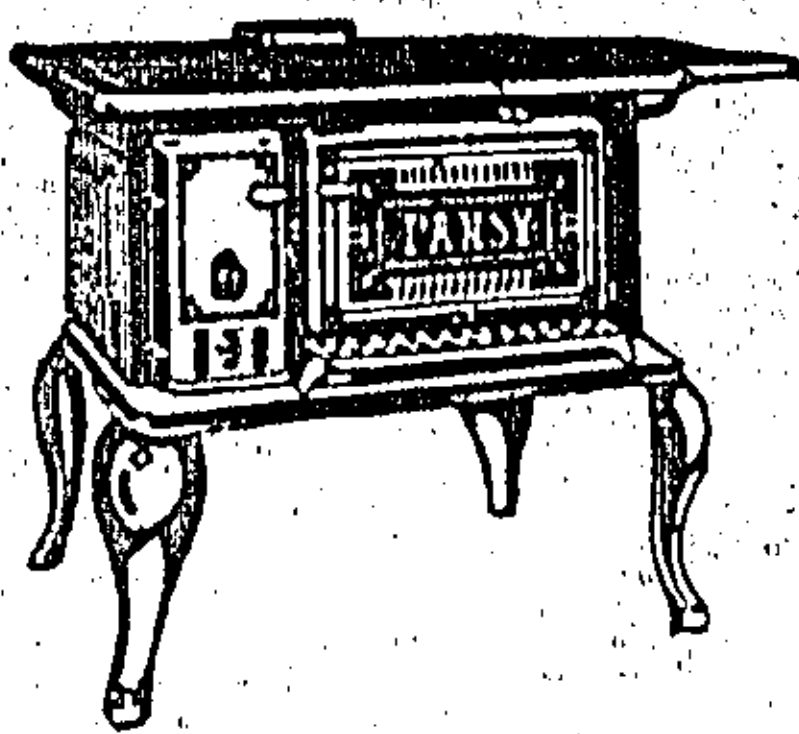
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SATURDAY, JUNE 25, 1927.

TRADE UNION BILL.

The discussion on the Trade Union Bill, which received its third reading in the House of Commons on Thursday, will now be even more widespread throughout the country than it has been during the weeks taken up by the passage of the measure through the House. It has been impossible to pick up any Home paper of late without finding that the Bill has occupied the centre of the public stage and that feeling upon it has run very high. The discussion of it has long since overflowed from the House, and by means of speeches and handbills and articles in the newspapers there has been demonstrated a keen and widespread feeling against the Government's proposals. It is true that during the passage of the Bill, there have been one or two amendments, aimed at pacifying outraged Labour opinion, but these have failed in their object, as is proved by the declaration of Mr. J. H. Thomas in the Commons on Thursday that the Opposition intended to use their constitutional rights in the country and invite a mandate to have the measure removed from the Statute Book. Labour is confident that it has the majority of the country behind it in its plea for the rejection of the measure, but, contrariwise, the supporters of the Government also declare that they are confident that the electorate will back them up in what they declare is a fight against the tyranny of the Trade Unions.

The aspect of the matter which we most regret is that the country is now plunged into a sharp class war—a political struggle in which the strongest appeal is made to a man's status and not to his intellect. Labour has already flooded the country with literature and other propaganda denouncing the Bill as a class attack by the monied Conservatives against the power of the poor man's Trade Union, and to offset this there has been counter propaganda in which the officials of the Unions are painted as being just so many irresponsible agitators. Most working men are trade unionists and in spite of whatever political leanings a man might have he is naturally jealous of the immunities which his union enjoys, even though he is told that some of these immunities are anomalous and ought not to persist. The attempt of a Conservative Government to take away some of the power of the Unions—

especially at a time when past follies have taught the Unions how to use their power with caution and discretion—must inevitably create a cleavage in the community and stir up social animosities that one had hoped would be allowed to lie dormant for a spell. Last year, Britain was sadly torn by industrial strife and, when the miners went back to work defeated and when the General Strike was demonstrated to be a hopelessly impracticable weapon, there were hopes that an uninterrupted period of industrial peace would ensue. And then, foolishly, we think, the Government was egged on to introduce one of the most controversial measures of all time—a Bill so full of ambiguities concerning Trade Union powers that it will only be by recourse to the Courts that many vital points will be settled. We do not wonder that the Labour Party is determined to carry the fight to the country, and it is that aspect of the controversy—the heated discussions at public meetings, the inflammatory speeches of enthusiasts and the stirring up of class feelings—that is most to be deplored. Instead of the Government forcing the Bill through the Commons under the guillotine rule as it has, it would have been infinitely better if it had consented to the appointment of a Select Committee to examine the matter from every angle and report before the introduction of this distrust-breeding legislation.

A Pacific Entente.

Apparently inspired by the Japanese Foreign Office, we are told, one of the papers in Japan has declared that "an effective understanding or pact" with Britain in the Pacific is "highly desirable", and that such an understanding should form an integral part of the proposed naval disarmament agreement at Geneva. This bears out the indicated policy of a section of Japanese public opinion, as reflected in speeches made from time to time by certain of the country's prominent statesmen. But it opens up very long vistas. Britain herself is probably inclined to favour an Anglo-Japanese entente, for it is known that the decision to allow the former alliance with Nippon to lapse was afterwards regretted in certain quarters. Japan herself would probably desire a renewal of that pact, or a substitute thereof, if for no other reason than as a safeguard against having to play a lone hand against the western Powers. The British viewpoint would rather have an agreement of large scope, for to narrow it down to only Japan opens the way to possible complications with other nations with whom we desire to be on friendly terms. Indeed, alliances these days are rather looked upon as entanglements than blessings, unless they are more or less universal. One point of view in Japan itself regards the British as seekers after an anti-Soviet bloc, and apparently there is a Japanese section of opinion that fears being dragged into any quarrel with Russia. But the two countries that have, unfortunately, most suspicion of each other's motives are Japan and America. If Britain, who desires nothing more than permanent friendship with the United States, were to come to any binding alliance with the Japanese on Pacific matters, it cannot ever, we fancy, be at the expense of the third party to the Geneva discussions. A very happy solution, not only of naval disarmament questions but also of all Pacific problems, would be a definite understanding among the three nations which have at present the largest interests at stake there—Britain, America, and Japan. If the Geneva conference can pave the way to that, it will mark an important milestone in world history.

NEW HOSPITAL.

FOR CAUSEWAY BAY.

A new hospital for Chinese is to be built near Causeway Bay in the vicinity of the St. Paul Hospital, says the vernacular press. It is learnt that this new hospital will be under the management of the Tung Wah Hospital. The estimated cost of the building will be approximately \$180,000. The proposal of building this new hospital was made sometime ago by the Tung Wah Hospital, and about \$100,000 has been collected. It has always been felt that for the Chinese, especially those who are poor, living in the vicinity of Causeway Bay and Shaukiwan, a hospital in that part of the Colony is badly needed.

DAY BY DAY.

FAITH IS A HIGHER FACULTY THAN REASON.—Bailly.

Jewellery valued at \$684.30 has been stolen from No. 241, Temple Street.

H.E. the Governor has appointed Mr. William Le Bart Sparrow to be an Assistant Superintendent of Police.

Golfers who propose going out to Fanling on Sunday, should note that the train leaves the Kowloon Station at 8.25 and not 8.30 as formerly.

The Hospital Comforts Committee begs to acknowledge with thanks, receipt of 5,000 cigarettes from the British-American Tobacco Company.

A Chinese motor driver, pleading guilty to a charge of soliciting for passengers outside the Kam Ling Hotel, at West Point, in the early hours of this morning, was fined \$5 or in default seven days' hard labour.

A suggestion has been made to the Nationalist authorities that cinematograph photographers should be appointed to visit the war front to take pictures of the fighting, especially scenes of Nationalist victories.

A police raid yesterday on the basement of a house in St. Francis Yard resulted in the surprise of twelve men who were playing pai kau at the time. The men were brought before Mr. R. B. Lindsell this morning and, pleading guilty, were each fined \$3 or six days' hard labour.

In connexion with the summer excursion trips arranged by the N.Y.K., the company announce that they will be pleased to forward a folder of information on the attractions of the various resorts in Japan to intending passengers, on application to the local office in Connaught Road.

Doctor Wong, residing at the University, has reported to the police that when driving his motor car No. 642 along Caine Road, yesterday, a Chinese girl ran in front of the car. She was knocked down and sustained injuries which are believed to be serious, and was taken to the Government Civil Hospital.

The following additions have been made to the Register of Medical Practitioners entitled to practise Medicine in this Colony:—Li Kuang-yu, Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong, Ma Wai-man, 3, Kennedy Road, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The body of a Chinese, between 40 and 50 years of age, who is believed to have been murdered, has been taken to the Kowloon Mortuary. The body was found on the foreshore at Pak Cho Wan, Cheung Chau, on Thursday. On an examination being carried out it was found that both wrists and ankles were tied, and there was also a rope round his neck with a knot at the back.

SHAMEEN DEFENCE
FORCE.

ITS SOCIAL ACTIVITIES.

On page 12 of to-day's issue we are showing a picture of the Shameen Defence Force, comprising "B" Company of the K. O. S. B., an ancillary section of machine gunners and a Company of Punjabis. "B" Company having finished their allotted period of two months on Shameen, have since returned to the Colony.

While on Shameen the men were billeted in the theatre hall attached to the Shameen Club. The residents of the small settlement, both British and French, catered for the social welfare of the troops and this took the form of whist drives, concerts and all kinds of sports.

The K.O.S.B. Concert party returned the hospitality shown to them by organising a very much appreciated concert, which was held in the Shameen Club. So pleased were the Shameen residents that, at the conclusion of the show, a collection was made, which was utilised to cover the cost of prizes for a boxing tournament and sports meeting open to all units of the Defence Force.

Mr. George Dunne, of Jardine, Matheson and Company, who was the only civilian to take part in the former, lost his fight to Pte. Porter of the "Kosblos".

The favourite game was, of course, "soccer" and many fine tussles were witnessed on the football ground in front of Messrs. Butterfield and Swire's office.

TRAVELLERS AND OTHERS.

A Reminiscence of Spain.

To-morrow morning at seven o'clock if it pleases the Portuguese railway I shall be in Spain, in the city of Badajoz. From Badajoz I shall walk northward through Caceres, Plasencia, Bejar, Salamanca and Zamora—in fact, I shall encircle Portugal and arrive in Vigo. The distance is three or four hundred miles. At Vigo the Spanish steamship agent—known to ironical English sailors as the "King of Vigo" because of the diamond rings he wears on every finger and the splendour of his waistcoats—has my belongings. Romantic as the expedition may seem, it is thus only a hunt for a suitcase.

I write this in the mood of defiance which the bombastic sun of Vigo gives one. I have steeped myself in the sun till I thought my limbs were on fire. The white heat licks up the streets and its flame beats and swatches one. How the sun enriches and empowers, pouring like gold coins out of a sack upon the sea, loading the roofs, bleaching the walls till they are as white as bone! Houses ripen, shutters age, a kind of sunlight is in every brick and tile, on every face, till the city is like a great, coarse fruit that, over-ripened, has dropped heavily to earth.

In London, the sun, like an arc lamp in a fog, dripped a watery, lilac light. That grayness followed us to Cherbourg and the Bay of Biscay: we northerners eat fog and gray and drizzle. It was at La Coruna that we became aware of another power; there was clear light. We could see at last. The ocean ran high and royal.

Dome after dome of blue water rose loftily into brilliance, crumbled into a snow of foam, slid into dark and luminous troughs. There was a solidity and a lightness in the water. Each wave was a being. It rose, poised and arched downward like a school of porpoises. The sifted foam lay like an immense lace from horizon to horizon. The fishing boats of La Coruna, under their slings of sail, flew over and through these billows, with the deliberation of sea gulls.

The foam exploded upon them, spurted at them, the water sheeted them; now they were flat as a web of surf on the wave; now they were soaring or diving for the next one. They slit the wind and the sea with their speed, spume could not fly faster or sting harder.

It was at Vigo that we felt the sun. He seemed to step down the sky and put his face into mine. He hit out. You can feel him in your bones, your eyes, your hair. You seem to be drinking him. At Vigo, the wide bay hissed like metal with the heat and burned the edge of that little white pyramid of a town. On the night the boat swung into Lisbon, with the mountains stretched like tired dogs beside it.

How vulgar the liner seemed amid the bravado of sun and water, a well of black iron with a white dressing of decks to it. There were the South Americans gobbling their Castilian as though it were a mouthful of spitting, hot potatoes instead of one of the finest languages in the world. The Argentines had a gramophone which set their teeth chinging and their eyes glittering like tambourines, as they bent their hands and tapped their feet to tunes that clashed with all the stridor of Buenos Aires.

We all talked about voyages, races and trades, and we came to the inevitable conclusion that we were the finest people under the sun. (There is something in the sun, saying that travelling has a narrowing tendency!) Meantime the ship's officer could not understand why anyone ever went to sea.

An English clerk confessed he was taking seven dozen dinner shirts with him to Santos, stolid in the determination not to be at the mercy of a Brazilian laundry. He told this to a Brazilian who drooped and looped himself about chairs and pillars like a violet, tropical convolvulus, who could not believe the story.

Every few minutes he repeated with a flaccid politeness:

"Pero hombre, sieto docena—"

"Sieto docena—"

"Pero, sieto dice usted?"

The source of the Englishman's prestige is his plodding eccentricity.

Spain lay beside us its torrid aspidochelons of land. At Vigo the Spanish emigrants came aboard, frightened and too excited at first to be and, faces incised by the labour of the earth and the deeply scoring sun. It burns their eyes as black as grapes and there is a brightness in them.

As the boat left they were desolate, but after a few hours they

began to cheer up; to fling themselves on the deck; to walk about. They kept their belongings in sacks and bundles near by. They sat on them. The women were small, shawled and with bright scarves tied over their heads, and earrings swinging like little censors or coiled like tiny gilt serpents from their ears.

Oranges were brought out, the peel scattered. Olive oil appeared and the stench of it stood up, in sickly beams like candle smoke. The young girls read new geography books. The men walked about. One of them, a small but sharp and little mountaineer, told me what he was going to do. There was no servility about. We spoke as man to man. He certainly had the best of it. He said:

"I am Asturiano. I am from Pravia, in the Province of Oviedo. You know it? Naturally you know it. Yes, sir; naturally! I am going to Buenos Aires. It is twenty days to Buenos Aires, you say?—Well, it isn't. Nothing of the sort. It is sixteen days. Sixteen! You are wrong. I mean to say I have seen the notice and sixteen days it says."

"Why do I leave the Asturias? To get more money, clearly. I earn more money and then I shall return, for the Asturias is the most beautiful place in the world. What shall I do? Whatever presents itself. If good, well good. If bad, well bad. I paid 120 pesetas for my passage and it is enough. Now where do you come from? How old are you? What are you doing? Are you married?..."

There is a song about the men of Pravia, and the English of it goes something like this:

I am from Pravia
And my mother is a Pravian.
For this reason
There is no evil in me.

At night, with the lights of Spanish villages raked together like star dust on the mountains, the moon as big and tawny as a tambourine, and one hot white star pushed up the sky and slipping down again over Portugal as the boat rolled; the silence of the steerage deck was broken by songs of this kind. There was a man lying flat on the deck, and in that harsh, minor, quavery way learned from the Moors—the sound of it brought the very smell of Africa to the nostrils—he sang song after song. I caught the first lines of a fisherman's chant:

Tell me bright fish
Where are thy little ones...

There was always a sardonic touch to these songs, a grim humour grasped from the ups and downs of everyday living.

Somos pobres muchachos de
Cadiz-z-z
Y no sabemos apuntar
A las muchachas de Cadiz-z-z
Se las puede preguntar.

There is a cry with mockery from the people in that, the scorn of the northerner for the southerner—what country does not have that? The man sat up, to sing again in a rasping voice. It has the raucous amusing, mockery, and something of the peasant's shrewd insight into the causes of bad government:

Mi padre manda a mi
madre-e-e
Y mi madre me manda a mi-i-i
Mi madre me manda a mi.
(Quickly)
Y yo manda a mis hermanos
Todos nos mandamos acul-i-i.
(Loud Derision).

The English of it lacks the resonance, the dignity, the mock heroic of the Castilian, and sounds vulgar beside it:

Father orders mother
Mother orders me
I order my brothers and
sisters
We all order one another
about here.

I saw that afternoon a poignant sight in the steerage quarters. The sacks and bundles were piled up on the deck. The smell of the place! There was a sack with the label,

Don Francisco Alvarez, Vigo
a Buenos Aires.

and roped onto the sack a fine, strong two-handed saw with its teeth protected by a strip of cane. Careful Don Francisco and his beloved saw. How many Spanish logs had he sawn with it? I wonder if it were he who later stood up on deck and shouted magnificently the song of which I have only the first words:

I am from Vigo, señores
And from no other place!

This is my destination. Tomorrow morning at seven o'clock, if it is the pleasure of the Portuguese railway, I shall be en route. V.S.P.

The Very Idea!

Lord Strathelyde will always be remembered best as Mr. Alexander Ure, K.C., who fought so valiantly for Liberalism and the famous Lloyd George Budget. Since his retirement from the Bench he has devoted much time to golf, and an amusing story is told in connexion with his game.

One day he remarked to a caddy on a certain course that on his last visit he had played a very fine player, a Mr. McGregor, who had beaten him soundly.

"Aye," said the lad, "but ye could bate Mr. McGregor now, my lord."

"Do ye think so?" inquired Lord Strathelyde.

"Aye, sure," drawled the caddy, "Mr. McGregor's died!"

Kind mother bought poor dad a hat, And near brought him to tears. The bargain that she claimed fell flat. It reached down o'er his ears.

Mr. Bailey, chairman of the Stratford Bench: Do you wish to get to Wembley for the community singing?—Solicitor: Yes, and I want to get there before that starts.

Tearful Cheshire wife, complaining of her husband: He said that my brother-in-law chose the best wife in my family.

A motorist wrote to the Willesden Court: I cannot attend. Please let me know the fine, if any.—Magistrate: The "any" is £4.

Wife, suing her husband at Willesden for maintenance: I met him in Hyde Park in a new suit and looking as if all Hyde Park belonged to him.

Willesden magistrate: What relation is this man to you?—Woman: He is the landlord of the father-in-law of my husband.

The authorities have not yet settled the matter of Sir Isaac Newton's apple—whether it was not a pear or a cherry, or indeed, any fruit at all, seeing that his own hat would have served equally well to stimulate meditation on the subject of gravitation. But the apple seems always ready to fill any gap in legend. How did it come to be identified as the fruit of the Forbidden Tree? The word does not appear in the story; indeed, the only use of the word "apple" (as distinct from apple-tree) in the Old Testament is in the phrase "apple of the eye."

A Clergyman, who advertised for a cook, received an application from a woman who had formerly been in the employ of a lawyer. On being asked for a reference the cook gave the name of the lawyer, who, in reply to a note from the clergyman, wrote:—

Dear Sir—It was partly on my advice that Miss—applied for the situation you offer. I consider her admirable for the post of cook to a clergyman. She is an adept at giving up burnt offerings.

More schoolboy howlers:—

The chief occupation of the inhabitants of Perth is dying.

Rhetoric is a form of arithmetic.

An epitaph is a horse with the head of a man.

An epigram is a man who goes from one country to another.

In France the pheasants sleep on mattresses.

Perhaps it was the Easter lull in the publishing season that made one of the weekly journals start its column of "Literary Notes":—"We have received the forty-third annual report of the Home for Inebriates at Dalrymple House, Rickmansworth."

POET'S CORNER.

PRO AND CON.

When Death appears beside my bed,
And with lean finger beckons me,
And I arise and follow him
Along the road I cannot see,
Shall I be glad that I am done
With all the weariness and pain;
Or sorry that I shall not see
The rose and daffodil again?
Shall I be glad that I am done
And care and anger, have an end;
Or sorry that the shadows close
For ever over wife and friend?
Shall I be glad to take my rest,
And cast the blunted tools aside;
Or sorry, going, I must leave
So much unfinished and untried?
And, as the frescoes memories pass
From sunny May to grim December,
Shall I be glad that I forget,
Or sorry I shall not remember?

Paris subways, some of them built a quarter of a century ago, now have inadequate systems of ventilation. To purify the air, officials have installed spraying apparatus on some of the trains which release a cloud of disinfectant as they go. In addition to its chemical properties, the spray is slightly perfumed.

HERCULANEUM'S SECRETS.

WHAT ONE MAY HOPE TO FIND.

The new excavations at Herculaneum promise a harvest of the richest treasure. This is inferred from the discoveries already made in the eighteenth and nineteenth centuries, from the high state of culture which existed in the city, and from the swiftness with which everything was buried.

Notable discoveries of the past include the beautiful bronze statue of Hermes in Repose; the Wrestlers, of which we have a copy on the Embankment; the set of six decorative bronzes, known as the Dancing Males; the bust of Seneca, and others; the wall-painting of Cheiron teaching the young Achilles; the monochrome painting on marble of the Knucklebone Players; and fragments from the manuscripts of Metrodorus and Philodemus.

"What may be expected," it was suggested recently by an authority, "are fresco paintings, statuary, and all sorts of vessels and implements illustrating the daily life of the city, such as have been found at Pompeii. In all probability the treasures will be in very good condition."

Disappointment?

"At this stage, of course, it is impossible to say what is going to be found. It may be something very surprising—something of which we have no conception. On the other hand, there is the possibility of disappointment. Circumstances, of which we know nothing, may have caused more complete destruction than has been imagined. So we have both possibilities."

"It is possible, too, that we may come upon some wonderful library with all sorts of acquisitions at present unknown to us. In this connexion it may be interesting to quote the conjecture which the late Sir Charles Waldstein made in his well-known work on Herculaneum Past, Present, and Future:—

"All the great Greek tragedians or writers of comedy (including Menander), he wrote, 'may be there waiting for us in their completeness. The works of the early Greek philosophers, Heraclitus, Parmenides, Empedocles, Democritus, Anaxagoras, and all the treasures of thought only known to us from fragmentary lines in later writers; the missing works of Plato and Aristotle; the whole of Roman literature, the lost books of Livy—one hardly dares to allow one's imagination to roam in these dazzling fields of classical light. Nor is it impossible that we may find contemporary records, letters referring to the rise and the early years of Christianity.'"

AN IMPERSONATOR.

SENT TO GAOL.

For impersonating the police a Chinese who was arrested on the grounds of Isako's Circus was fined \$200 or three months' hard labour in default.

He was originally charged with obtaining free admittance by passing himself off as a member of the police force but the charge was amended this morning as Mr. Lindsell, the Magistrate, thought that it would not be unreasonable to assume that the defendant had in mind was to stay in the compound. He knew he had no right there and so he pretended to be a constable.

The defendant had a previous conviction against him for a similar offence and was just out of prison last month. On the previous occasion he had passed himself off as an employee of the Telephone Company.

According to a report issued by the Peking Municipal Bureau, the revenue of the Bureau from municipal rates and other sources for 1925 totalled \$788,517, and the expenses for the corresponding year \$735,457. Among the various items of expenses, about \$44,000 was spent for the maintenance of hospitals, \$27,000 for the schools, and \$24,430 for charity works, including the free distribution of winter clothing among the poor, and subsidies to private charity workers. The opening of the Pui Hai into a public park last year involved a total expense of \$20,000, which was spent in August, September, and October, last year. The other items of expenditure consist of wages, salaries, pensions for the Bureau, and outlays for various kinds of municipal improvements.

Yesterday's health return gives one case of small-pox and one of enteric fever, both Chinese.

The weather forecast for the 24 hours ending noon to-morrow is: "S. W. winds; moderate; fair to showery."

A GIRLS' DUEL.

LOVE, RIVALRY, AND THE SEQUEL.

Reports from Poland tell of two girl friends, Lena Boniev and Elena Yavorska, who lived in a small town there. From early childhood they were inseparable. They both fell in love with the same young man, became terribly jealous, and quarrelled continuously.

One day when they were walking together they met him in the street, and he politely took off his hat to both. The rivals thanked him by a friendly smile, but immediately afterwards a fierce controversy set in between them as to which he had meant to salute. They resolved to fight a duel with revolvers, and did so in a meadow. Lena Boniev was badly hit and fell unconscious. Elena Yavorska, after summoning assistance for her, disappeared, and the police are unable to trace her. Meanwhile the young man has consoled himself with a third girl.

The subject of a second national picture to be produced under the same auspices as the naval epic of Coronel and the Falkland Islands has, the P.B.I. state, now been fixed. It will be a historical drama of the British race and British character, to be specially written by Mr. John Buchan M.P., the well-known novelist, historian, and scholar, under the title of "Conquest." While the exact treatment of the story has not yet been decided, it is known that Mr. Buchan has chosen as his motif the British ideal of service as exemplified in the Prince of Wales's motto—"Ich Dien" (I serve), and that he intends to bring this out by tracing the fortunes of two families through different phases of our history. The story will probably start with the Norman Conquest and end with the Great War, and that it will be sufficiently thrilling is guaranteed by the choice of author, than whom there is no better writer of adventure stories in the country.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*. Answers, for those who need them, will be found on Page 18 of this issue.

- 1.—From what is the word Easter derived?
- 2.—Where are the Falkland Islands?
- 3.—Where was Charles Dickens born?
- 4.—What is a Breeches Bible?
- 5.—In what year did "Punch" begin publication?
- 6.—What country does Jutland belong to?
- 7.—What is a cowl?
- 8.—Who originated the saying, "A hair of the dog that bit him?"
- 9.—Where is the Giants' Causeway?
- 10.—How high is the figure on Nelson's Column?
- 11.—When is King Alfred supposed to have burnt the cakes?
- 12.—Who were called "The sons of thunder?"
- 13.—How long has the title of Prince of Wales existed?
- 14.—Who was Voltaire?
- 15.—How many Round Towers are there in Ireland?

INDUSTRIAL CENSUS IN GERMANY.

PROGRESSIVE INDUSTRIALIZATION.

It was in the year 1907 that the first effort was made to take stock of Germany's entire economy, i.e., to prepare an accurate census of the population, of the various vocations and of the industrial and agricultural enterprises. Owing to the rapid development of the country's industry, the returns for 1907 were, in a very few years, out of date. Consequently, a fresh census was to have taken place in 1914. It was postponed by the outbreak of war; and it was not until 1925 that a certain consolidation of post-war economic circumstances rendered it feasible to carry out the intention.

The results so far available of that industrial census (including commerce, traffic and the educational and hygienic professions) make it possible to obtain an interesting insight into the structure and organization of industrial Germany. From them we learn that, in the middle of 1925, present-day Germany, as defined by the Treaty of Versailles and minus the Saar District, contained 3,500,000 manufacturing plants giving employment to 18.4 million persons. For driving their machinery, these plants had engines with a total of 19.3 million H.P., 12.9 million being derived from electric-motors.

On account of differences in the census methods and changes in economic structure, etc., it is difficult to draw a comparison between the situation in 1907 and that in 1925; nevertheless, one thing is clear, namely, that, in the 18 years interval, Germany had become more and more a manufacturing country; for, whereas in these years the total population had increased by 13.5 per cent., there was a 23.5 per cent. augmentation in the number of persons engaged in manufacture, commerce and traffic.

Employment of Women.

A noticeable feature in the development, not only of Germany but of every modern manufacturing country, is the increased employment of women. A comparison of the figures for 1907 and 1925 reveals an increase of female workers aggregating 39 per cent. in manufacture, 42 per cent. in commerce and traffic, 29 per cent. in the educational and theatrical professions and 96 per cent. in hygienic callings (sick nursing etc.).

The installed driving plant aggregated in the year 1925:—

- 1) In the mining industry 3,823,000 HP.
- 2) " " iron and metal industry 3,823,000 HP.
- 3) In the machine and electric industry 1,887,000 HP.
- 4) In the food-stuff industry 1,707,000 HP.
- 5) In the textile industry 1,279,000 HP.
- 6) " " wood industry 1,022,000 HP.

From these figures it is apparent that the most important German industries are those directly connected with mining and metals.

Since the year 1907, there has been an extraordinary increase in the use of engine power and, especially, of electricity. Whereas, in industry, i.e., leaving aside the question of water, gas and electric supplies, electric motors totalled only 1.5 million HP. in the territory forming the present Reich, the aggregate in 1925 was 11.6 million HP., which means an eightfold increase in 18 years.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1,070 s.
Chartered Bank, £20 n.
Mercantile A. & B., £302 n.
Mercantile C., £131 n.
P. and O., £9 b.
East Asia, \$68 n.

Marine Ins.
Canton Ins., \$620 s.
China Underwriters, \$80 n.
North China, Tls. 143 b.
Union Ins., \$280 n.
Yangtze Ins., \$40 n.

Fire Ins.
China Fires, \$210 b.
H. K. Fire Ins., 600 n.

Shipping.
Douglases, \$311 b.
Steamboats, \$221 s.
Tugs, \$1.10 n.
Indo-China, (Pref.) \$30 n.
Sholl Trans, 98/- n.
Star Ferries, \$521 n.
Waterboats, \$16 b.

Refineries.
China Sugars, \$18 s.
Malabons, \$33 sa.

Mining.
Benguets, \$170 b.
Kailans, 40/- b.
Langkats, Tls. 201 n.
Shai Exploration, Tls. 31 n.
Shanghai Loans, Tls. 7 n.
Raubs, \$4 n.
Tronahs, 19/3 n.
Ural Caspian, 8/- n.
Docks, etc.

Lands, Hotels, etc.
H. and S. Hotels, \$6.90 s.
H. K. Lands, \$551 s.
Realty, \$6 s.
Territorials, \$11 n.
Humphreys, \$121 s.
Princes Bldgs, \$39 n.
Rural Lands, \$11 n.

Cottons.
Ewo Cottons, Tls. 7.35 s.
Orientals, Tls. 2.10 n.
Shai Cottons, Tls. 52 b.

Buses, Trams.
China Buses, Tls. 7 b.
Tramways, \$20.80 s.
Peak Trams, (old) \$15 s.
Singapore Trams, \$10/6 b.
Taxis, \$1 n.

Miscellaneous.
Amusements, \$21 n.
Canton Ices, \$5 n.
Cements (Comb.), \$7.20 s.
China Lights, \$14.20 s.
China Prov., \$41 b.
Constructions, \$2.30 n.
Dairy Farms, \$15 s.
Der A. Wing, \$5 n.
H'kong Electrics, \$521 s.
Macao Electrics, \$35 b.
Ropes (Old) \$10 n.
Lane Crawfords, \$7 s.
Mackintosh, \$191 n.
Sinceres, \$1 n.
United Asbestos, \$20 n.
Watsons \$111 sa.
Powells, \$6 n.
Telephone 3.70 n.

Hidden caves containing prehistoric relics of three distinct ages—have been found in the forests of Felsburg, in Switzerland. Archaeologists have found pottery, quartz implements, bronze jewelry and weapons fashioned from bone. A fireplace had been built in one of the caves.



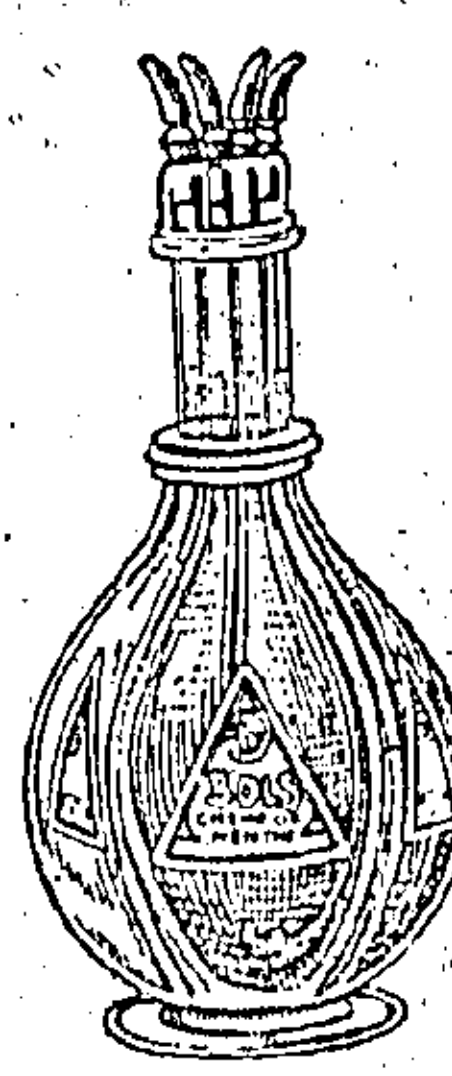
Dresses and Millinery

For One Week we are making a substantial reduction in these Departments.

Make an early inspection of these goods, because such unusually attractive prices are well worthy of immediate consideration.

From June 21st to June 27th inclusive.

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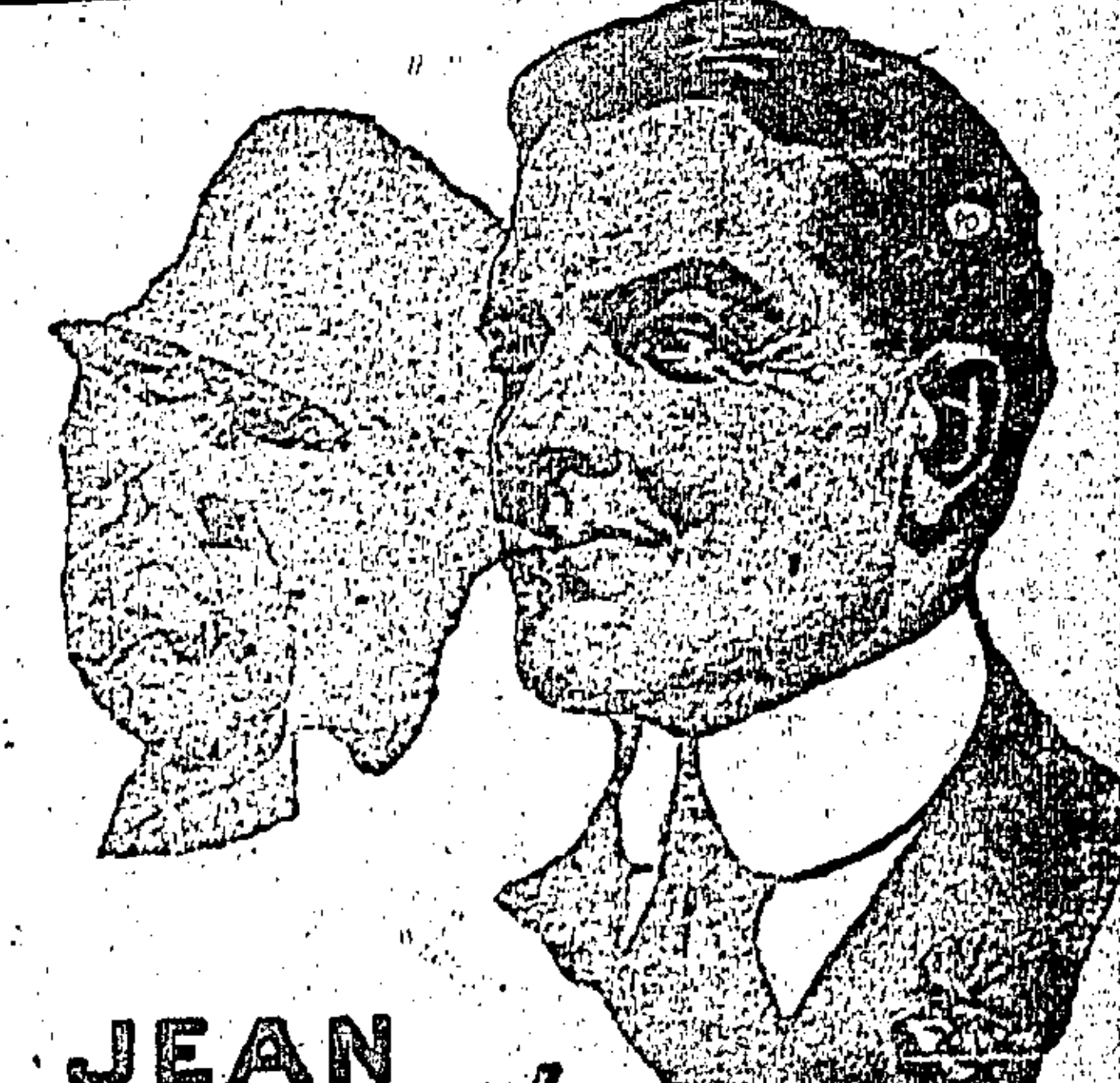
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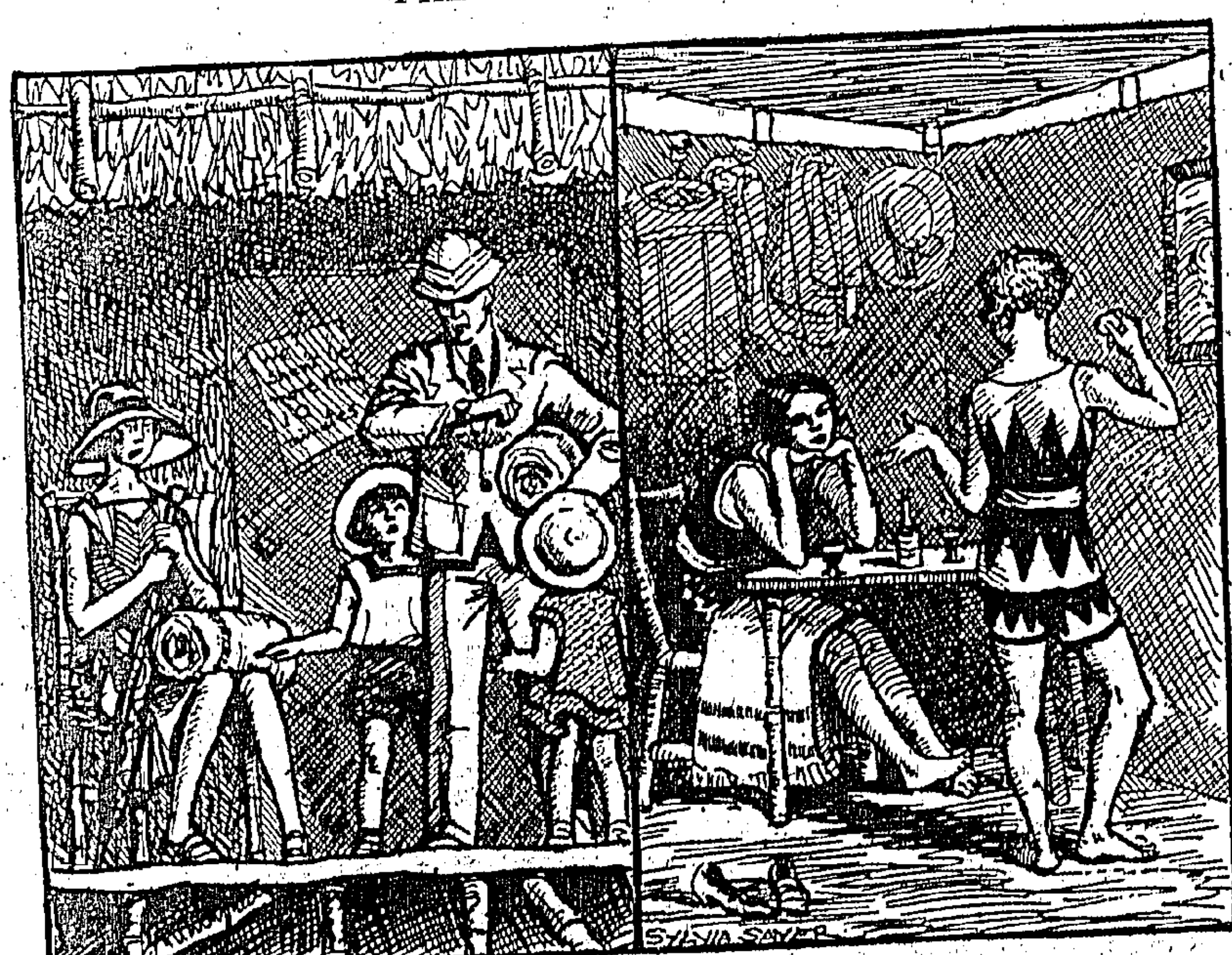
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OUR DOLLAR VALUES ARE THE BEST VALUES THAT
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DO NOT FAIL TO VISIT OUR STORE NEXT WEEK.

1,000 ONLY STRIPED TURKISH TOWELS. Good Wearing Quality.	2 For \$1.00	700 YARDS SUMMER DRESS VOILES Odd lengths and Designs.	\$1.00 Per Yd.
275 ONLY GLASS JAM JARS Assorted Designs.	\$1.00 Each.	2,400 ONLY FINE GLASS TUMBLERS. 3 Designs. 1 Pt size.	5 For \$1.00
3,000 ONLY CUPS & SAUCERS, White with Gold Line.	4 For \$1.00	2,000 YARDS. ART CRETONNES in odd lengths and designs, 31 ins. Wide.	\$1.00 Per Yd.
2,000 ONLY The "NUTTY" Briar Pipe in various shapes	\$1.00 Each.	600 ONLY CHILDREN'S COTTON VESTS. Low Neck. No Sleeves. All Sizes.	2 For \$1.00
650 ONLY BUFF FLANNELLETTES POLISHING DUSTERS Useful Size.	4 For \$1.00	100 ONLY GLASS WATER JUGS Various Shapes.	\$1.00 Each.
900 ONLY CHECK COTTON DUSTERS. English Make, Large Size.	4 For \$1.00	12 GROSS "MAZELLA" Crepe Paper Toilet Rolls.	6 For \$1.00
100 ONLY CHILDREN'S ROMPERS and Tunics. Assorted Sizes.	\$1.00 Each.	5,000 ALUMINIUM SOAP BOXES. Take large size bath soap.	4 For \$1.00
1,000 COPIES THE READER'S LIBRARY Numerous Titles	2 For \$1.00	15,000 GENTS' WHITE LAWN HEMSTITCHED HANDKERCHES. Full Size. 20 cents each.	5 For \$1.00
2,000 MEN'S INDIA GAUZE VESTS. No Button or Sleeves. all sizes.	\$1.00 Each.	600 ONLY "THE TOPAZ" Giant Shaving Stick. Extra Large Size.	2 For \$1.00
100 ONLY "SOEASY" POLISHING OUTFITS in Brown or Black. Complete with Brush, Polish, etc.	\$1.00 Each.	350 ONLY The "MARVEL" Bundle of Assorted Tapes. English make.	2 For \$1.00
150 ONLY ASSTD. TALCUM POWDERS. Various Perfumes.	2 For \$1.00	400 DOZ. LADIES' LAWN HANDKERCHES. 10 ins. square.	\$1.00 Per Doz.
500 ONLY GENTS' TUBULAR WASHING TIES. Fast colours.	4 For \$1.00	600 YARDS STRIPED and CHECKED GINGHAMS, 38" wide.	\$1.00 Per Yd.
120 ONLY GLASS SWEET DISHES and fruit dishes	2 For \$1.00	3 GROSS ASSORTED BATH TABLETS Various Perfumes. Good Make.	3 For \$1.00
250 ONLY "MONSTER VALUE" Colored Turkish Towels Excellent for Bathing.	\$1.00 Each.	26 ONLY COLOURS BORDERED DAMASK TEA CLOTHS. 36 ins. square.	\$1.00 Each.

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ARMS CASE.

WORTHINGTON AND CHAIET COMMITTED FOR TRIAL.

In the United States Commissioner's Court on Saturday morning Mr. N. E. Lorton, the Commissioner, gave judgment in the case in which W. W. Worthington and Sam Chaiet are charged with carrying concealed weapons and with carrying weapons openly with intent to use same. A prima facie had been shown, his Honour found; and he bound both men over to answer to the charges before Judge Milton D. Purdy in the United States Court for China. Dr. G. Sellett prosecuted and both defendants were represented by Mr. C. S. Franklin.

It will be remembered that Worthington and Chaiet, together with an Italian subject named L.F. Jovino were arrested in a Chinese house at 733 North Chekiang Road, Shanghai, on June 8 after they are alleged to have driven to the house in a motor car with 10 mauler pistols and 1,000 rounds of ammunition and handed them over to a Chinese detective who is said to have been representing himself as a Chinese general.

The Judgment.

In giving judgment, his Honour said:

In analyzing the evidence produced by both sides, it shows, by the defendant Worthington's admission, that he is technically guilty of carrying concealed weapons about his person, and the only way that he could be absolved from this act would be that he had been given such "official authority by the Municipal Police or by others who have such powers to confer it upon him. I do not believe that the transaction in regard to obtaining this information for Captain Clarke was sufficient to clothe him with the power to carry a concealed weapon or weapons. If he had been given definite instructions by Captain Clarke to carry out this plan, it would have put a different phase on the situation, but such is not the case. He has committed an illegal act in the eyes of the law on his own initiative and must bear the consequence.

The Position of a Police Force.

The defendants have cited cases which they contend apply to the facts in this case. These cases cited are ones in which the police inveigled the defendant to commit a crime of which he is suspected of having committed before, and in which the decision of the Court held that where the police is a party in the perpetration of a crime, of which the defendant does not have full knowledge, a conviction will not stand. The case at bar, however, differs in regard to the facts from the cases cited. Such a condition could only be charged to Captain Clarke in planning to trap the defendants. He denies that he knew that another branch of the Police Department were planning to arrest these defendants. That he had only informed other branches of the police force to keep an eye on the defendant Worthington's conduct.

It appears that the two foreign constables were not working under the direct supervision of Captain Clarke at the time the arrest was made. It cannot be claimed that the defendants in this case were in the same position as those cited, and I fail to see that they are analogous to the case at bar.

While the perpetration of this technical violation of the law, of which the defendants are specifically charged, is not of very serious import, as there is no intimation that they intended to use the pistols to perpetrate acts of violence with them, the overt act which constitutes the charge is, however, apparent.

Defendants Committed.

This Court, however, cannot render a decision on the merits of the case in so far as it concerns a final judgment. Its province extends only to the effect of determining whether or not a prima facie case has been shown tending to violate the statute under which this charge is brought. After duly considering such evidence as has been submitted, I am of the opinion that a prima facie case has been made against both defendants, and accordingly bind them over to answer to the Higher Court on this charge. Their bail is fixed in the sum of \$100.00 U.S. currency, for which they may give their personal recognizance.

The Italian Case.

Leopoldo Felice Jovino, the Italian subject, charged in the Italian Consular Court for complicity in the sale of arms, was sentenced to 75 days in gaol by Judge R. Rapex.

A Chinese labourer died in the Government Civil Hospital yesterday afternoon, believed to have been poisoned the previous night while taking a supper with friends.

SCOTTISH ARMS.

HISTORY FROM OLYMPIA PAGEANT.

The King, accompanied by the Queen, opened the Royal Tournament at Olympia last month. The chief feature of the tournament is a pageant of Scottish arms.

It is related that at a critical moment in the battle of Balaclava the Argyll and Sutherland Highlanders burst into a cheer and betrayed a tendency to charge prematurely, comments a *Times* correspondent. Thereupon Sir Colin Campbell shouted, "Come, come, 93rd. Damn that eagerness!" From this and other evidence it appears that as late as 1854 Highlanders needed a leash. Since that time, according to their own historians, their discipline has been improved. The same authorities ascribe the change to Lowland and other "foreign" influences.

But the oldest of the Scottish regiments are far older than those of the Highlands. They come from the Lowlands. The Royal Scots is, indeed, the senior regiment of the British Line. To its antiquity it owes the sub-title of "Pontius Pilate's Body Guards." More serious is its claim to represent the Scottish Archers employed by the early French kings, to have fought as the Scots Brigade with Gustavus Adolphus of Sweden, and to have served France under Turenne. Louis XIV. sent it to help Charles II. and it has helped Britain from Blenheim to Gallipoli, Palestine, and Flanders. The Stuarts were, in one way and another, responsible for several of the Scottish regiments, may be credited with the Scots Guards. Independent companies raised in Edinburgh about the time of the Restoration became a regiment less than 20 years later, and, after joining James II. at Hounslow in 1685, began a brilliant career at Landen with William III.

Back to Scott.

These two regiments, with the Royal Scots Fusiliers, the King's Own Scottish Borderers, the Cameronians, and the Scots Greys, were part of the Scottish Army, which had its own establishment until the union of the two kingdoms. Most of them have shown an aptitude for inspiring romance. Even the shortest account of the Royal Scots cannot be read without memories of "Quentin Dur-

ward" and "A Legend of Montrose." Scott's novels and his introductions are full of reference to the Highland and Lowland soldier. James Grant's "Romance of War"—does anybody read it in these days?—is written around the Gordons. Sterne usurps a place in this association by reason of Uncle Toby's wound, which he suffered, as everybody remembers, at Namur. Now Namur was a place both of loss and achievement to the Scottish regiments under William III. It was at Namur that the Borderers, under the fire of a French regiment approaching with fixed bayonets, discovered by bitter experience that muskets could be discharged when the bayonet was fixed. Both the Royal Scots and the Cameronians knew "that point of the advanced countercarp" with which the brothers Shandy, for different reasons, were so well acquainted.

The Borderers.

The Borderers, however, was the regiment which lost least time in mingling with the history that grows into legend. Within four months of its raising in Edinburgh in 1689 it faced Claverhouse at the head of the Highland clans in the Pass of Killiecrankie. The battle forms the first episode in the pageant; and Claverhouse is truly famous from "Bonnie Dundee" and "Old Mortality." Drum-clog and Bothwell Brigade, to which Scott takes his humblest hero in the same novel, were chapters in the earlier history of other regiments.

The Black Watch claims to be not only Scotland's oldest but her favourite Highland corps. Named from the dark hue of its tartan, it paraded for the first time as a regiment of the British Army in 1740, and received its baptism of fire at Fontenoy, where, says a French writer, "the Highland furies rushed in upon us with more violence than ever did sea driven by tempest." A few years later its behaviour at Ticonderoga was rewarded by a vast popularity throughout the country, and by the addition of "Royal" to its title. The red hackle in the feather bonnet came to the regiment after the Flanders campaign of 1794-95.

Among the Argyll and Sutherland at Lucknow was "the Quaker." His comrades had given him that name on account of his great quietness. But the passion with which he and they had heard of the massacre of white women and children found vent during Colin Campbell's attack on the Secundabagh. "Remember Cawn-

poré!" was the shout heard above the din, while of the Quaker it is recorded that, fighting like a madman, he chanted: "I'll of salvation take the cup, On God's name will I call: I'll pay my vows now to the Lord."

Before His people all.

Love of Emblems. To the Scottish love of emblems the Royal Scots Fusiliers may be called as witness. This, by the way, is another of those regiments of the Stuart period (it was formed in 1678 in Charles II.'s reign) which saw their first important campaign under King William. During the first Boer War a detachment of the Fusiliers held Potchefstroom very gallantly. The British flag which they hoisted was buried at the Peace of 1881 by Pretoria loyalists, and afterwards, having been disinterred by a former colonel of the regiment, remained in the possession of his family until the second war. About the time of the re-occupation of the Transvaal a party of officers, pipers, and men of the Fusiliers went to Potchefstroom, taking with them this flag, and hoisted it once more on the spot of their comrades' heroic defence.

The Scottish regiments owe their origin, generally speaking, to two causes. The first cause was the struggle in Scotland between Episcopacy and the Presbyterians; the second was the French Revolution. The Gordons sprang out of the latter ferment.

What a crowded century or two has followed the relatively small beginnings of the Scottish regiments! They were with Marlborough and Wolfe and Wellington. They formed part of the thin red line at the Alma. They were, shattered at Magersfontein and Modder River. They shared with the most enduring and the most valiant the horrors and honours of the Great War. And, remembering Sir Colin Campbell's "Damn that eagerness!" it is well to remember too that of the 600 still, silent heroes of the Birkenhead, a large proportion were young recruits from the Highlands and Lowlands.

The holder of the fishing rights of a river near Coblenz has received the sum of 10 dollars (\$2), together with a letter of explanation and apology, from a former member of the United States Army of Occupation. The sender, who is now in the United States, said that he frequently poached on the preserve in question.

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UNEMPLOYMENT IN GERMANY.

WHAT IT IS COSTING THE COUNTRY.

Germany's most difficult political, economic and social problem continues to be, in an unchanged degree, the enormous amount of unemployment prevailing throughout the country. The figures for the year 1926 varied between 1,800,000 and 2,000,000, and in the opening months of 1927 between 1,690,000 and 1,843,000, writes Dr. Oskar Wingen.

This terrible unemployment means, in the first place, a most severe burden upon industry and finance. On March 1, 1927, the total of the fully unemployed was 1,690,000; and as another 1,063,000 persons were dependent upon them, no fewer than 2,753,000 people were without any income of their own, and had to be supported by the rest of the population. At the present time, the out-of-works are cared for by the Welfare Unemployment Assistance Scheme, which, in 1926, cost the Reich the enormous sum of 1,200 million Marks; in other words, Germany had to provide as much for the support of an unproductive host of unemployed as she did to meet Reparation charges!

But the economic loss is much greater on account of the number of man-hours lost and the loss of income on the part of the out-of-works. In the year 1925, the Berlin Institute for Crisis Investigation calculated that, in consequence of unemployment, German industry lost 5,788 million man-hours of which only 10 million hours were due to industrial struggles. Assuming, for an aggregate of 20 million workers, an average of 48,000 million man-hours, the loss for 1926 would work out at 12 per cent. If the out-of-works and part-time workers had been normally employed throughout the year 1926, they would have earned at least 4,000 million Marks. Taking into account the 1,200 million Marks expended on unemployment doles, German economy has thus experienced through unemployment a minimum loss of national income aggregating 2,800 million Marks, i.e., 300 million Marks more than it is required to produce for a year's payment under the Dawes Plan.

As matters stand at the moment, Germany will have to reckon with a total of about 1,500,000 unemployed for several years to come. The alleviation of the labour market in consequence of an improvement in the economic situation is likely to be almost neutralized by

FIRE HOSE IN EVERY HOME.

CANNOT BE USED TO WATER GARDEN.

The London County Council Housing Committee are taking extraordinary precautions against fire in their new housing scheme, which is to provide 2221 houses and flats at Becontree, Essex, at a cost of £1,270,000.

No fewer than 134 of the houses will be of timber construction and each will contain a coal kitchen range in the living-room. Five hundred timber houses have already been built by the L.C.C., and more are planned for the Watling Estate at Hendon.

One of the precautions to be taken on the new section of the Becontree estate is the building of the wooden houses in pairs, surrounded by brick or concrete houses. In addition, all the wooden houses will be fitted with a fire hose, long enough to reach to every room in the house. To ensure that the hose shall be in working condition when required, and shall not be used for watering the garden and for other unauthorized purposes, it will be kept in a sealed glass-fronted cupboard in the kitchen. Before it can be removed, the glass must be broken. The hose is equipped with a proper nozzle and is attached to a special pipe, controlled by a tap.

It is understood that the fire precautions are dictated by insurance considerations. The cost of insuring timber houses ranges from 2s. 6d. to 5s. per cent, according to the number of chimneys and other considerations, compared with 1s. 6d. per cent. in the case of brick houses.

the discharge of hands resulting from organizational and technical betterments in trade and manufacture. Hence, the problem of unemployment, which at the time the Dawes Report was drawn up, played but a relatively unimportant part, has become to-day the dominating question in German economy. Albeit the system of Welfare Unemployment Assistance is being converted into an Unemployment Insurance Scheme, the decisive fact remains that a large portion of the population has to be supported by the rest.

Considering further that, for the support of her war cripples and for war pensions, Germany has to spend about 1,300 million Marks annually, these two items alone mean an annual unproductive expenditure of 2,500 million Marks, i.e., exactly the normal sum total of an annual Dawes payment.

TELEPHONE SERVICE IN EUROPE.

THE PART THAT GERMANY OCCUPIES.

For well-known reasons, there was very little development in telephonic communication between the various countries of Europe in the decade following the outbreak of the Great War. In the year 1924, however, things began to mend. Agreements of a far-reaching character were concluded between the telephone departments of the different States—particularly those of Central and Western Europe—with a view to improving this important sphere of international communication; and it is interesting to note that, during the past twelvemonth, the effects of these agreements have made themselves increasingly evident.

Owing to her central situation Germany is pre-eminently interested in this progress. Even as long ago as 1914, the German State Telephone Department had begun to lay down long-distance cables in place of the overhead wires used in inland telephony; in 1921, the work was resumed, 1,000 kilometers being laid down per year. The German cable system is already very closely arranged; it has a total length of 7,000 kilometers, and the type of cable generally used contains roughly 110 circuits. This cable system has now been joined up with a number of foreign systems. First came, in the summer of 1926, in junction with the Swiss system; then followed, one after another, Holland, England (via Holland), Austria and France, the two last systems being recent creations. The German system is also to be connected up with those of Belgium, Czechoslovakia and Hungary, now in course of construction. Furthermore, a modern sea-cable connexion has recently been established between the German system and the Danish overhead system; while a similar connexion with Sweden will be completed in the summer of the present year.

These connexions between the German system and those of other countries by means of cables possessing a large number of circuits make it possible to replace the overhead wires hitherto used for foreign telephonic communication by a cable system which, being independent of weather conditions, functions with unvarying regularity. It also permits numerous fresh circuits to be made use of and thus considerably reduces the time-interval between the call and the trunk connexion. A further effect of this augmentation of the circuits is increased facility in the telephonic communication between other countries via Germany.

The Service.

At the present time, one can telephone from Germany to any adjacent country, viz. Denmark, Sweden, Danzig, Lithuania, Poland, Czechoslovakia, Austria, Switzerland, France, Luxembourg, Belgium and the Netherlands; further, to Norway (via Sweden), to Latvia (via Lithuania), to Hungary (via Czechoslovakia and Austria), Italy (via Austria and Switzerland) and England (via the Netherlands). In general, the communication with this latter group of countries is effected over direct wires which can be used by the two terminus countries only, i.e., are not accessible to the intervening countries; such direct communications are those between Berlin and Oslo, Berlin and Budapest, Berlin and London etc. Side by side with these, there exist also indirect communications, e.g., besides the direct line between Frankfurt and Milan, it is possible to telephone to Italian towns via the Austrian Innsbruck line or the Swiss Zurich.

As consideration for the transfer of special lines belonging to their system or for the interlocking via their system, the intervening States receive a share of the fees for each call, the amount varying with the length of the line used.

Similar conditions prevail for countries telephoning via Germany. For instance, Germany has placed at the disposal of Czechoslovakia and Switzerland, of Holland and Switzerland, of France and Austria and of France and Czechoslovakia, telephone lines in her cable system which are not accessible to German telephone offices; the lines connecting Prague with Zurich, Amsterdam with Basel and Zurich, Paris with Vienna and Prague. In other cases, the communication between the foreign countries is established by means of the German telephone offices. For example, for communications between Holland and Austria, the line between Frankfurt and Amsterdam or Rotterdam is connected up with the line between Frankfurt and Vienna, or, again, for communication between Sweden and Austria, the line between Berlin and Stockholm is connected up with the Berlin-Vienna line.

This inter-communication between separated countries via intervening ones is still in its infancy. With the progress being made in the extension of European telephone cable system, it will, to all appearances, experience a very rapid development; so that, at no very distant date, most countries of Europe will be able to telephone to each other.

Three Castles

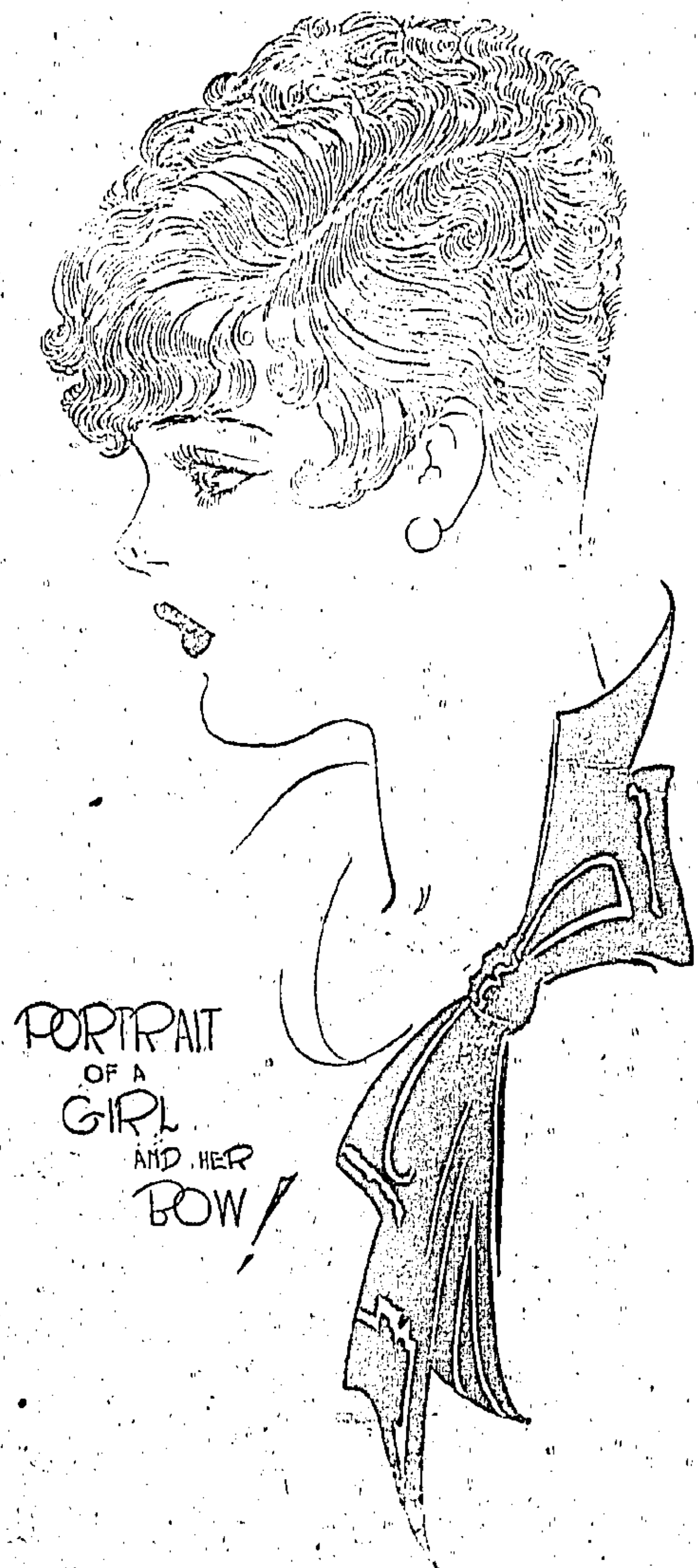
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YOU can now work wonders quickly by removing the dingy film that clouds your teeth and imperils healthy gums. Please accept this remarkable dental test.

Dental science now proves that off-color teeth can be whitened; tender gums firmed and given healthy coral color. One's whole appearance is changed.

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gleamingly white. Leading dentists widely advise it, because it protects the teeth and gums.

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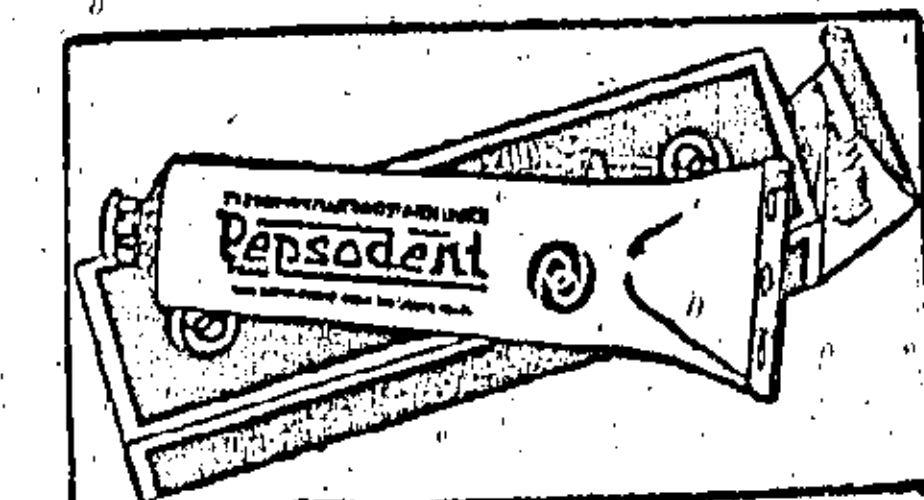
Run your tongue across your teeth and you'll feel that film. A slippery coating that absorbs discolorations, and keeps your teeth off color; that breeds bacteria and invites tooth decay, gum troubles and pyorrhea.

Remove it and you will be amazed.

at what you see. Discard old ways now.

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WOMAN'S BODY IN A TRUNK.

DISCOVERY AT CHARING CROSS STATION.

About 10 o'clock one morning in the middle of last month Southern Railway officials found the dismembered body of a woman in a black American leather-covered trunk, which had been deposited in the cloak-room of Charing Cross Station four days previously. Information was given to New Scotland Yard, and a force of detectives under Chief Constable Wensley and Chief Inspector Cornish at once proceeded to investigate the crime.

The inquest was opened by Mr. Ingelby Oddie, the Westminster Coroner. An examination of the remains is to be made by an analyst and the hearing was adjourned until June 13.

Bianco Bonati, an Italian waiter, of 22, Paradise-street, Marylebone, the husband of the dead woman, was called, the jury deciding not to view the body.

Bonati, in evidence, said he identified the body as that of his wife, without any doubt. She was 37 years old. They were married on April 27, 1913 and had no children. For six or seven years they lived at 80, Balcombe-street, Dorset-square. She left him on September 21, 1923, when they were still living there. She left him to go with Frederick Rolls, a road worker for the Council, who lodged with him for a few weeks. Since she left he had seen her a good many times, but only when she called for money. He gave her money because he could not see her on the streets. He gave her money several times.

Did she tell you what had happened to Rolls?—No.

Did you not ask why he had left her or why he could not support her?—I did not know whether he had left her or not. She used to come and ask me for money and would vanish the next minute. It was all over then.

When did you see her last?—Two or three months ago.

Did she call for money then?—Yes.

Did she tell you anything then about Rolls?—No, I never asked her, and on that occasion I didn't give her any money. I told her I had had enough of her.

Did she say what she was doing at the time of the finding of a living?—Yes, she said she was a cook somewhere and getting £1 a week.

Did she say where she was living?—Well, one address was Trevelyan-road. That is the only address I knew she was working at.

Have you any doubt at all about her identity?—I have not doubt at all.

The Discovery.

Albert Edward Glass, of 16, Childer-road, New Cross, a cloak-room clerk at Charing Cross Railway Station, stated that about 9 o'clock on the morning of May 10 he noticed an unpleasant smell coming from a black trunk deposited in his room. He looked to see when it had been deposited, and found it was on Friday, May 6. He examined it partially as well as he could, but could not open it, as it was locked. He was able to look in by prising the top, and he saw human remains. He reported the matter to the railway police, who sent for the Metropolitan Police. He handed over the trunk to Detective-Inspector Steele. As near as they could say the trunk was left on May 6 about 1.30 p.m., and that same afternoon the ticket which was issued for the trunk to the person depositing it was found and brought to him. That was between 4 and 6 p.m. A man called Lewis, a cloak-room attendant, handed it to him.

The Coroner gave the number of the ticket as 014190 and asked Glass what Lewis said to him about it. Glass—He said it was given to him by a shoeblack.

What did the shoeblack say about it? He picked it up?—Yes, sir. Where had it been picked up? Just outside the station in the yard?—Yes, sir.

A crumpled yellow cloakroom ticket was produced and put in as an exhibit.

Divisional Detective-Inspector

BRITISH CEMENT.

THE REPAVING OF BROADWAY.

The repaving of Broadway, now in full swing, is a striking example of American "hustle," says a New York correspondent to a London paper. In order that this famous thoroughfare may not be out of use an hour longer than necessary, plant and material are being used which will revolutionize roadwork from the point of view of quick construction.

For sections of the new foundation, which is to be of concrete 12in. thick, ferrocrete, the British rapid-hardening Portland cement, has been imported from England and is now being used, since this is the only Portland cement which hardens quickly enough to meet the requirements of the New York City Engineer's specification. The lorries delivering the sand and stone to the site have been specially designed with seven divisions, each division containing one cubic yard of material, mixed in the proportion of three parts of sand to six parts of broken stone. The divisions are emptied separately into a hopper, where the necessary cement is added; the hopper is then elevated into the mixer, and the concrete is ready for placing without any further handling. This rapid construction is a triumph of British materials used by American methods.

A TRAMWAYS "IF."

"CHEAPEST AND SAFEST TRANSPORT SERVICE."

Relieved of its unfair burdens, the tramcar could easily maintain its place as the most comfortable, safest, and cheapest form of transportation for mass movement by passengers, declared Mr. L. MacKinnon, general manager of the Glasgow Tramways, in discussing tramway burdens at the fifth annual conference of the Scottish Tramways and Transport Association at Wemyss Bay.

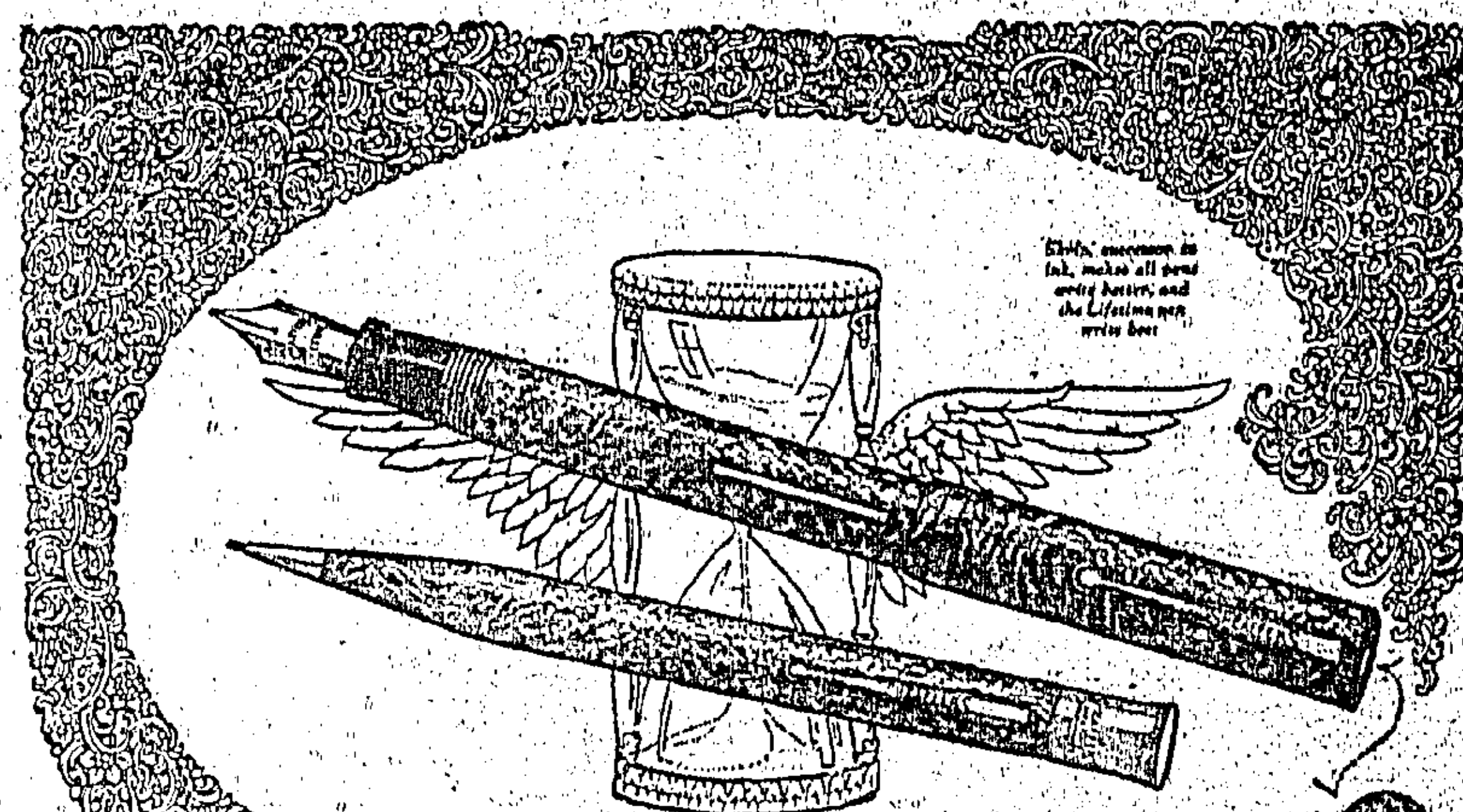
They were fighting with shackled hands, he went on, against a modern competitor equipped with the most up-to-date weapons, unrestricted as to movement, and unburdened by unfair taxation.

During the last twelve years, he said, Glasgow had expended £2,491,355 on paving alone (exclusive of rails), which was equal to a 6d. rate. In the last completed financial year £171,673 was spent on paving, and £22,246 on roads and bridges assessment, equivalent to 47s. per car per annum. The duty to the Government on all mechanically propelled vehicles during the same year averaged £12, 16s. per vehicle, with a £72 tax on a 32-seater bus and a maximum tax of £120 for a 64-seater bus.

He maintained that the tramcars were carrying a burden which was fully 50 per cent. greater than the highest rated bus, and, he added, the number of 64-seater buses was comparatively small.

William Steele, of Bow-street, described the discovery of the trunk at Charing Cross Station. He said it was a black dress trunk, from which there was an unpleasant smell when he went to the station on Tuesday morning. The label was a piece of cardboard tied on to the handle, and it bore the words, "F. Austin to St. Leonards." He lifted the lid and saw four parcels, a lady's bag, and a pair of shoes. He lifted two small parcels on the top and saw a parcel underneath on the bottom of the trunk—human remains wrapped in paper, and clothing protruded through the brown paper. He strapped the trunk up and took it to Bow-street Police Station. Dr. Rose was called, and examined the contents without removing them. The trunk was then taken to the mortuary, where Dr. Rose and Weir conducted an examination of the remains in his presence.

The Coroner announced that there would have to be an adjournment for many reasons, one of which was that he had ordered an examination to be made by an analyst of the contents of the stomach and the organs. He therefore proposed to adjourn for one month, and fixed June 13 for the next hearing.



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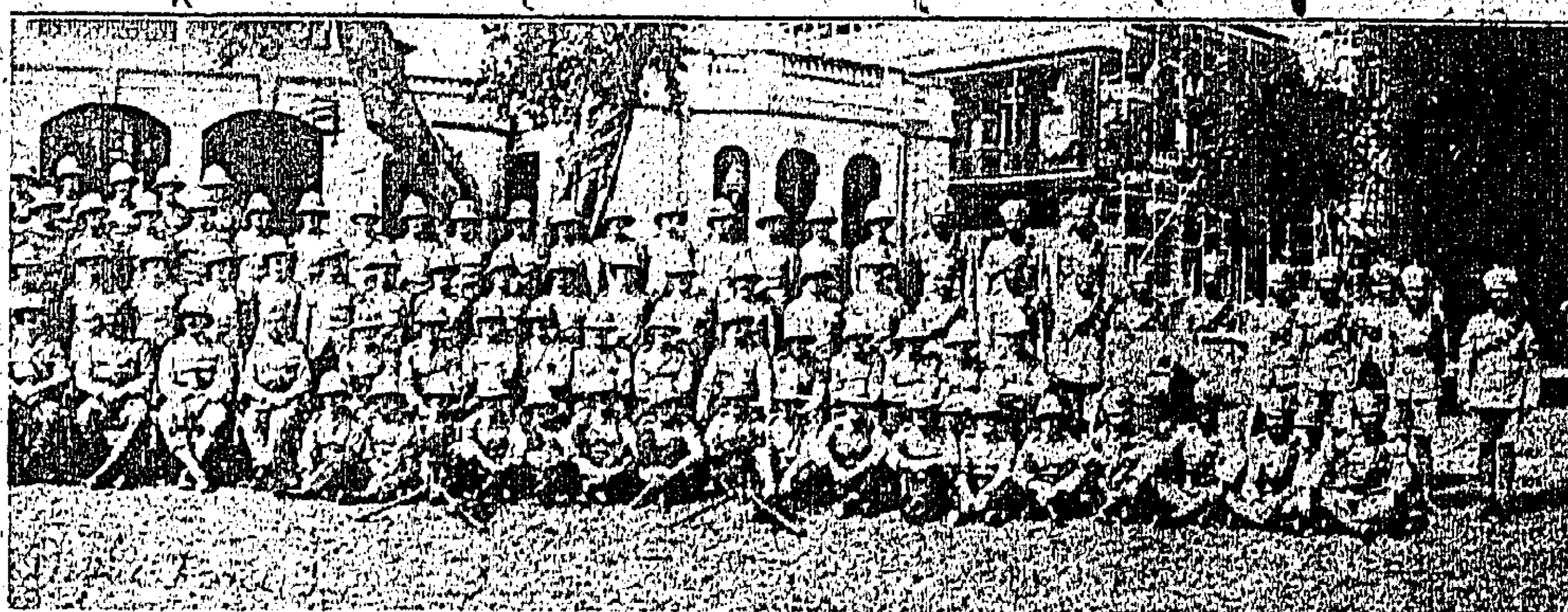
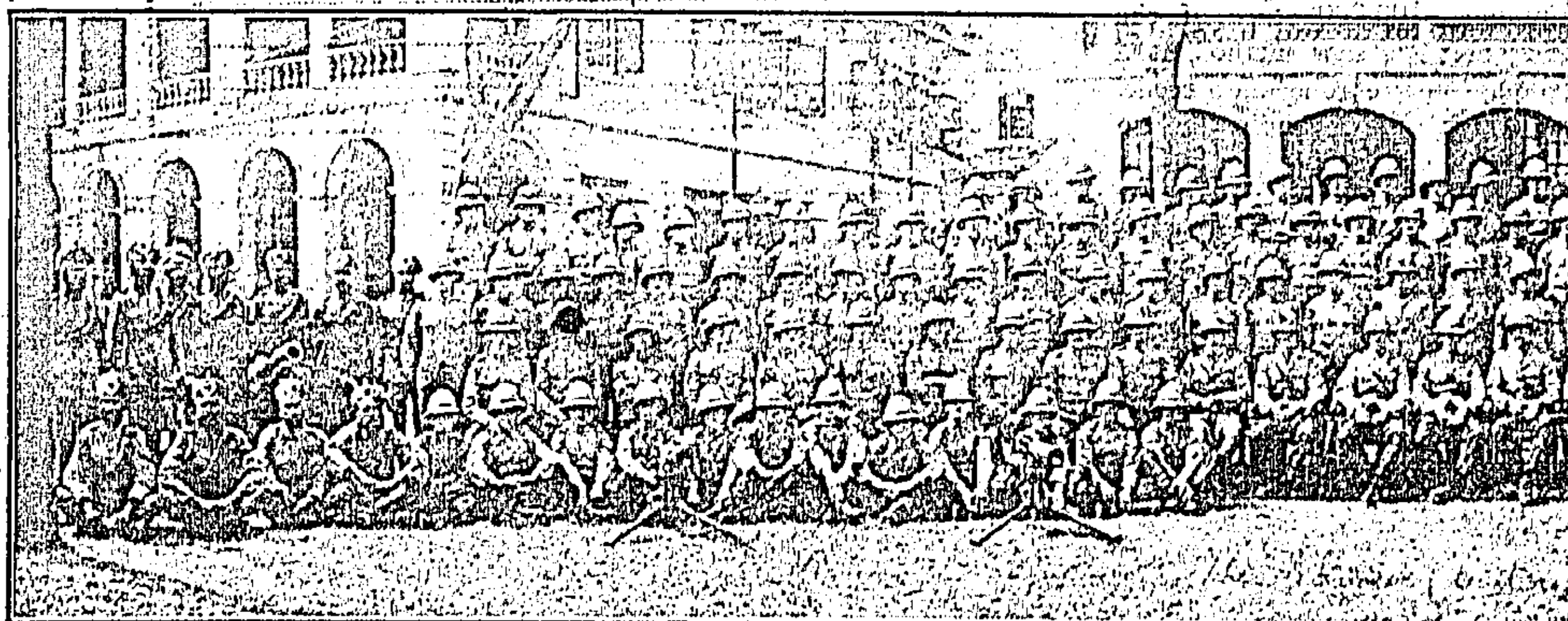
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'LO BILL,
GEE! I GOT
A TERRIBLE
COLD IN
MY CHEST.

I'LL GIVE YOU
A BOTTLE OF
STUFF. GO HOME,
DRINK IT AND
GO TO BED -
YOU'LL BE ALL
TO THE MERRY
IN THE MORNING.

WHY WAIT TILL I
GET HOME? —
I'LL DUCK UP HERE
AND TAKE A
GOOD DRINK
NOW

GOSH!
THIS STUFF HAS
AN AWFUL
KICK IN IT.

SALESMAN SAM

C'MON, GUZZ, CLOSE UP TH' STORE AN' WE'LL
GO OUT FISHIN' SOME PLACE ON MY MOTOR-
CYCLE!

SAM, I'LL GIVE YOU TH' SOFT JOB O' DIGGIN' FOR WORMS WHILE I TAKE TH' HARD ONE EXPLAININ' THINGS TO TH' WIFE!

LIKE TH' HEN ON TH
EGGS - WE'RE ALL
SET, EH, GUZZ?

YEAH, AN' LIKE TH'
STEAM WHISTLE -
YOU'RE DERN
TOOTIN'!

HOLLER, IF I'M GOIN'
TOO FAST, GUZZ!

I GOT HIS NUMBER, COP!
IT'S 666!

YOU'RE ALL DEW
IT'S 999

NO LUCK
THASS

NOT A BITE! AN' THEY ON
JUST STOCKED THIS LAKE
WITH FISH IN TH'
SPRING!

WELL, IF THEY
DID - THEY
WERE IN
CANS!!!

MIGOSH, SAM, I CAN'T HOLD
ON MUCH LONGER!!

HANG ON TIGHT, GUZZ! I MUSTA RUN
OVER A CHICKEN AN' SOMEBODY'S
YELLIN' AT US!!!

HEY! *! @
WAIT A MINUTE
HEY! WHOA

BOARDERS
TAKEN IN
AND
CARRIED OUT

WHITEWAYS FOR STANDARD VALUES



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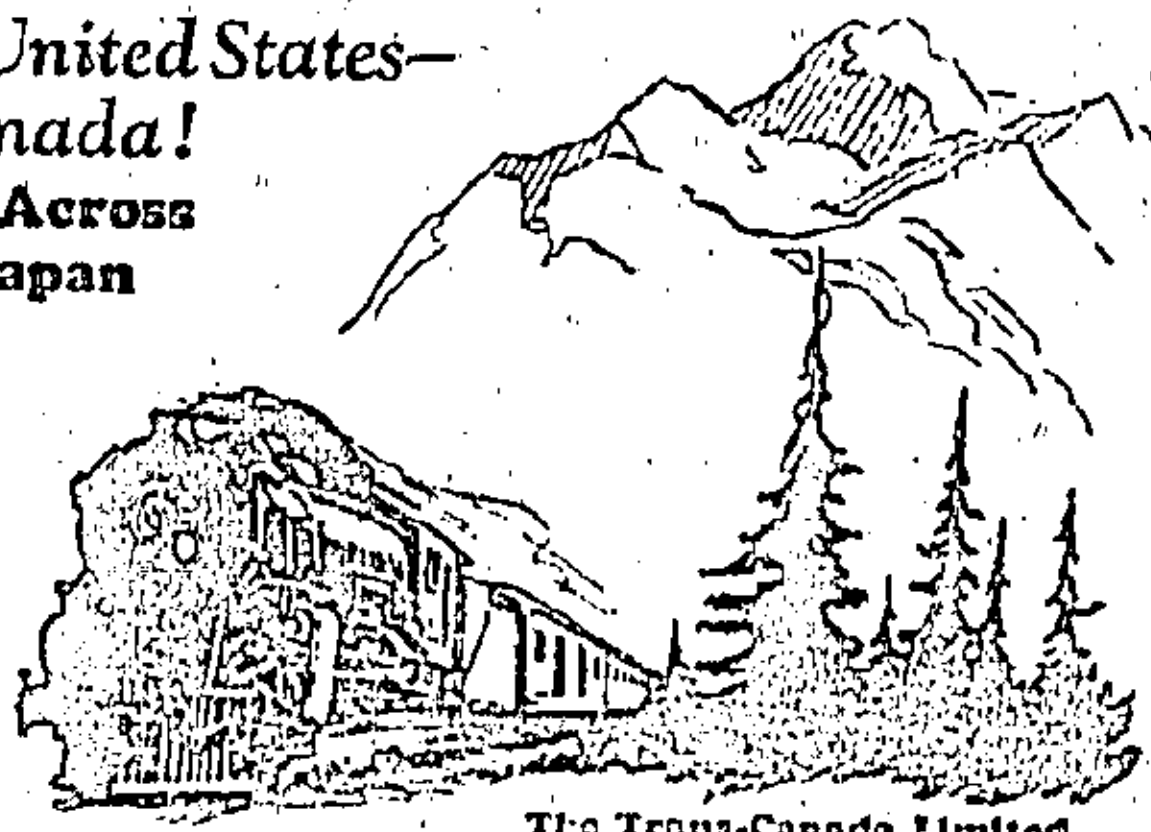
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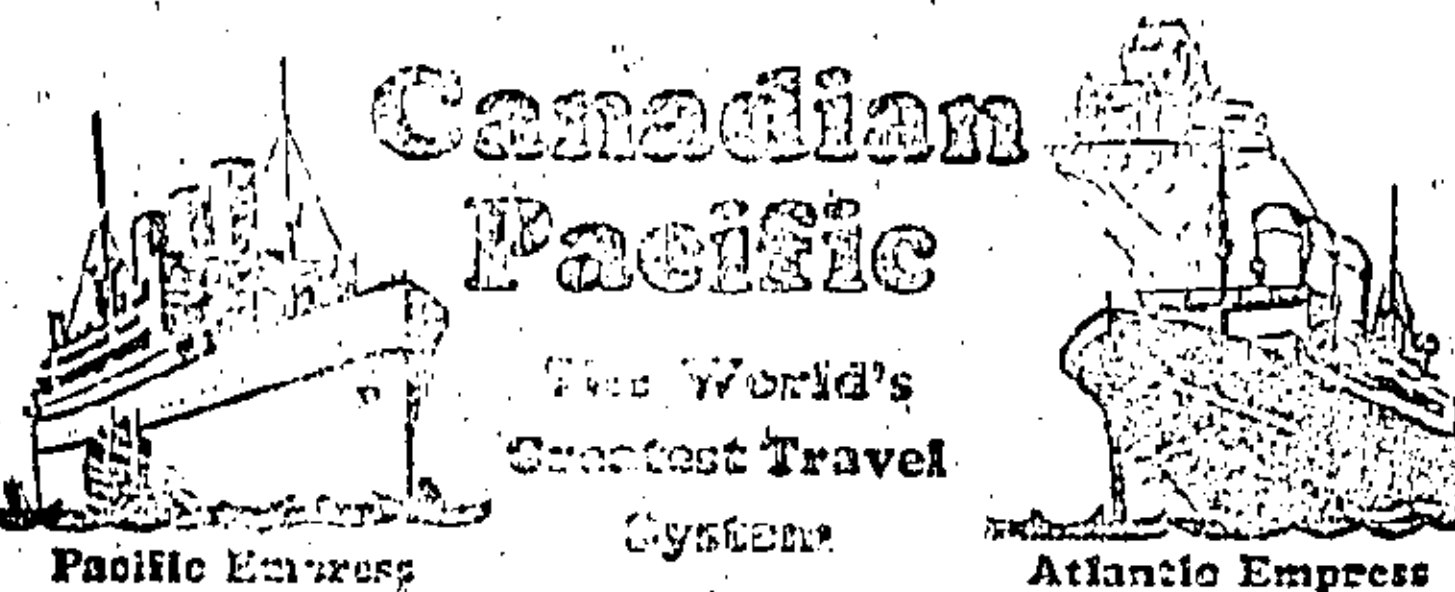


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 S.S. OOSTKERK ... 25th July.
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 PRESIDENT LINCOLN ... Tuesday, July 19th
 PRESIDENT MADISON ... Tuesday, Aug. 2nd
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July 5	San Francisco	Majestic	Aug. 6	C'brg-S'mptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'brg-S'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'brg Aug. 26
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'mptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'brg-S'mptn Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'mptn Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	C'brg-S'mptn Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'mptn Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 5	C'brg-S'mptn Oct. 11
Sept. 13	San Francisco	Majestic	Oct. 15	C'brg-S'mptn Oct. 21

TO SEATTLE AND VICTORIA VIA SHANGHAI,
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"THE FAST SHORT ROUTE"

PRESIDENT MCKINLEY Tues., June 28th, Midnight
 PRESIDENT GRANT ... Wednesday, July 13th
 PRESIDENT CLEVELAND ... Wednesday, July 27th
 PRESIDENT PIERCE ... Wednesday, Aug. 10th
 PRESIDENT TAFT ... Wednesday, Aug. 24th

THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

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—GENOA—MARSEILLES.
Thence to BOSTON and NEW YORK.

PRESIDENT VAN BUREN Tues., July 5th, 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, July 19th 8.00 a.m.
 PRESIDENT POLK ... Tuesday, Aug. 2nd 8.00 a.m.
 PRESIDENT ADAMS ... Tuesday, Aug. 16th 8.00 a.m.
 PRESIDENT GARFIELD ... Tuesday, Aug. 30th 8.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT JEFFERSON... June 27th, 6.00 p.m.
 PRESIDENT VAN BUREN ... July 5th, 8.00 a.m.
 PRESIDENT GRANT ... July 5th, 6.00 p.m.
 PRESIDENT LINCOLN ... July 11th, 6.00 p.m.
 PRESIDENT HAYES ... July 19th, 6.00 a.m.

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 S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 10th August.

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Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"
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 S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August.

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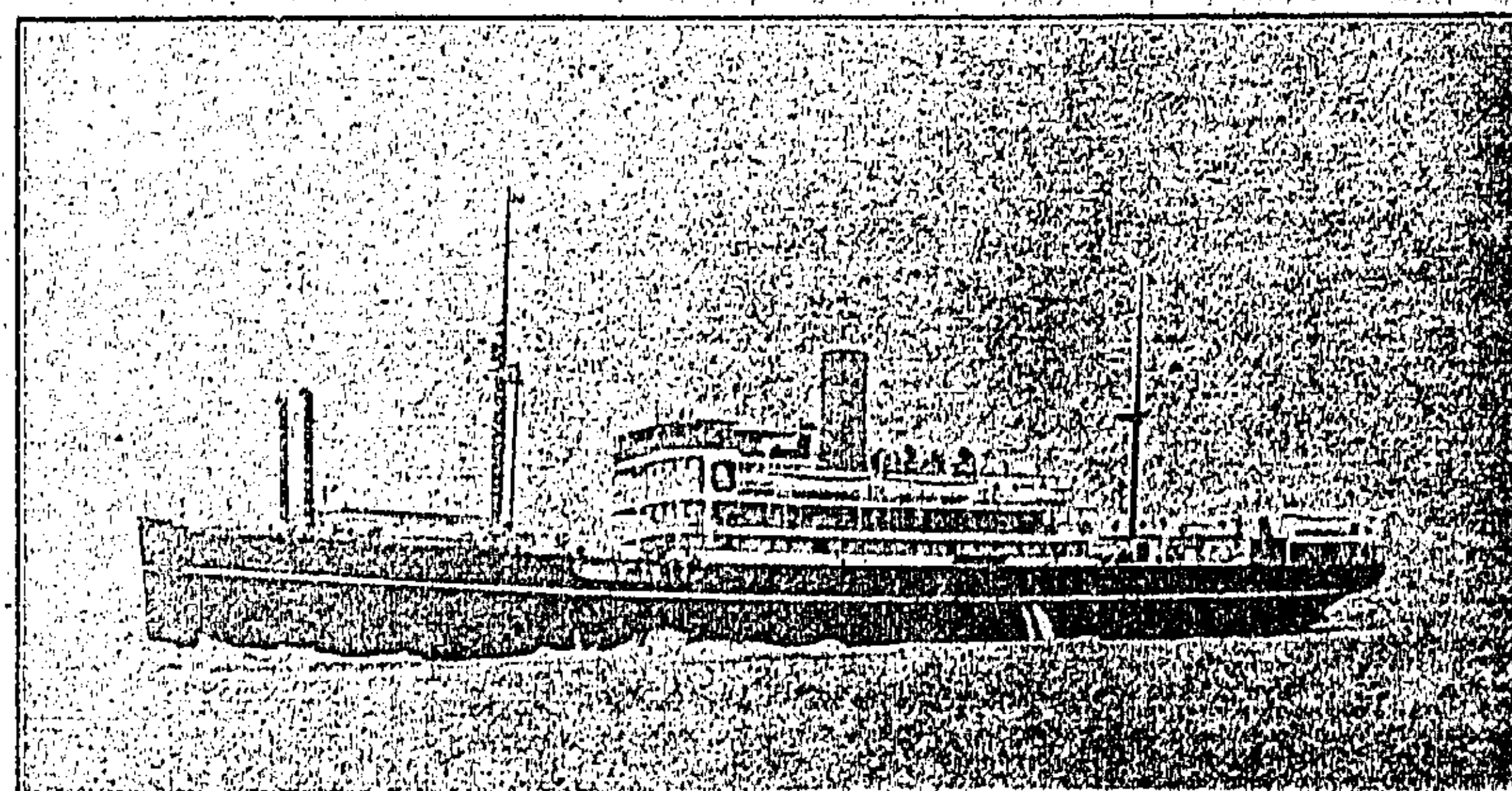
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Victoria, Hongkong.

CHINA SITUATION.

THE CHINKIANG INCIDENT.

Shanghai, June 24.
According to a wireless message
received from Chinkiang, as the
steamer Loongwo was going along-
side last evening fifty Chinese
soldiers overran the Jardine Ma-
theson's hulk, apparently for the
purpose of making a search of the
passengers' luggage.

They fired on the naval detach-
ment sent from H.M.S. Verity to
drive them off, but fortunately
there were no casualties. The
naval unit dispersed the soldiers
without firing a shot.

YANGTZE SITUATION.

Very Little Change.

Ichang, June 24.
Gen. Liu Hsiang, it is now ascer-
tained, did not proceed to Ichang
as originally reported. He has, in
fact, sent very few troops down
the river.—*Naval Wireless.*

At Changsha.

Changsha, June 24.
The oil installation is intact,
and the removal of oil is proceed-
ing. The general atmosphere here
is quiet but there is no one in
charge locally. Gen. Tang Sheng-
chi is expected here shortly from
Hankow.—*Naval Wireless.*

British Steamer Fired On.

Hankow, June 24.
A British steamer was fired on
at Hankow on June 23, seven
shots being fired. The situation
is otherwise quiet.—*Naval Wire-
less.*

At Amoy.

Amoy, June 24.
Processions were held at Amoy
and Kulangsu in connexion with
celebrations of the 23rd, but these
passed off without incident.—*Naval Wireless.*

Marshal Chiang at Nanking.

Nanking, June 24.
Marshal Chiang Kai-shek has
returned here. There has been no
development in the situation.—*Naval Wireless.*

Nothing to Report.

Shanghai, June 24.
The situation remains un-
changed and there is nothing to
report from other Yangtze ports
not referred to in other wireless
messages.—*Naval Wireless.*

SHANTUNG TO-DAY.

Effects of the War.

Chucheng, June 8.
The edict that was promulgat-
ed some time ago regarding the
protection of foreigners residing
in Shantung province, was put
up in this city also recently, but
it was soon torn to pieces like all
other proclamations of the author-
ities. It has also been seen put
up on the billboards at Taingao
recently. The Chinese are a very
clever people. When practically
all foreigners have evacuated the
interior, then they promise to pro-
tect them. However, it remains
to be seen how it will be executed
in due time.

A Goods Tax Bureau has
just recently been opened in the
suburbs of this city. All
sorts of wild rumours are in
circulation about the taxes to be
collected by this bureau. To-day
a story goes round that a cow, just
bought in the market and paid due
taxes for there, was seized, and
another sum of dues was levied on
it, because its value exceeded
Mex. \$25.

Famine Prevails.

Grain is daily soaring in price,
and the poorer population is at its
wit's end, for the landowners close
down the selling out of their
grain when the prices are at their
highest. That is a peculiar trait
of this class of people. The poorer
farmers and the beggar classes
are boiling tree leaves in water to
sustain life. Some have sold their
girls into slavery, in order to
escape starvation, which has
been staring them in the face the
whole spring. It is a relief to
think that the wheat harvest is in
sight, and it promises very fair.
The silver dollar is soaring in
exchange values, but is disappear-
ing on the market at the same
time. It is most likely hoarded up
by the wealthy, like the grain sup-
plies. Business, however, is un-
usually dull and some shops are
closing down. Let us hope that
better times are coming in the
near future.

NANKING SITUATION.

Friendly to Foreigners.

"The Nanking Chinese want us
back," said a foreign missionary
to a Shanghai Mercury representa-
tive last week, when speaking of
his trip to Nanking, where he had
spent two or three days.

"Were they the same to you as
before?" he was asked.
"They were very, very nice and
plainly told me they want us
to come back," was the reply.
"They realise that they are losing
money now, and that if we come

WEDNESDAY'S DEMONSTRATION.



H. E. the Governor (second from left) with officers in the
New Territories on Wednesday, when the capabilities of the
Morris six-wheel lorries were demonstrated. (Photo: Moo
Cheung).

SUN'S ECLIPSE.

TRAINS TO PULL UP AT SIDINGS.

Moorland excursion parties are
being arranged in Britain for the
eclipse of the sun in the early
morning of June 29. Trains will
stop at moorland sidings between
Leyburn and Aysgarth and be-
tween Richmond and Darlington.
There will be special steps for get-
ting the passengers down and up
again; cloak room accommodation
will be provided, and restaurant
cars, during the period of waiting,
will serve as buffets, not only for
passengers, but also for the gener-
al public on the moors.

On the eve of the eclipse sixteen
special trains will be run by the
London and North-Eastern Rail-
way from King's Cross, Mary-
lebone, and several provincial cen-
tres to Richmond, Ayliffe, Dar-
lington, West Hartlepool, Leyburn,
and Aysgarth. In addition to the
restaurant cars, with which they
will all be equipped, there will be,
in one instance, sleeping cars.

The London Midland and Scot-
tish Railway are running a cheap
excursion from Euston at 11.10
p.m. on Tuesday, June 28, to South-
port, returning at 8.20 the next
morning. Supper will be served
on the outward journey and break-
fast on the return. Another ex-
cursion, which may be prolonged
to eight days, will leave Euston
for Southport on the morning of
Tuesday, June 28.

Civil Engineers have a party go-
ing by special train from St. Pan-
cras to Settle; and Stowe Public
School a party from Buckingham
to Rhyd. From stations on the
north-eastern section of the line
special trains will run on the Tues-
day night to North Wales; from
the Midland section to Settle; and
from Manchester, Liverpool and
district to Southport. In addition
to these arrangements tickets will
be issued to the eclipse area from
certain stations within 80 miles at
single fares for the double journey
third class; and parties of juve-
niles can be taken at half the or-
dinary single fare for children.

back their business would be good
again."

"But now, then please tell me
all about your trip?"
"Very well. I travelled up to
Nanking, and found there many
soldiers. The houses, especially
the foreign houses, are practically
all broken into and looted. If
there are some things that could
be used in those houses the
soldiers take them away. In the
houses, which are more or less
habitable, the military make their
quarters, whereas in many foreign
houses, horses, etc., are being
kept.

Soldiers Suspicious.

On my arrival in Nanking the
soldiers were very suspicious of
me, and followed me everywhere.
They have never stopped me, it is
true, but still they watched me
closely. There was only one
foreign house left untouched, and
I took up residence in it, and my
Chinese friends brought me food
—I doubt whether I could get
food at the hotels, but I certainly
could buy it in the market. My
Chinese friends told me that they
were most anxious that we all
come back. They were very
friendly, but I could feel antag-
onism in the attitude of the mili-
tary there. The town is a real
military camp now, and soldiers
are doing just what they please."
"Isn't there anybody in com-
mand there?" I queried.

"I believe that General Chiang
Kai-shek was there at the time I
was in Nanking," was the reply I
got.
I attempted to find out whether
the foreigners could return to
Nanking at present, but he told me
that although the Nanking Chi-
nese, were very good friends to
foreigners, it was not advisable
for foreigners to return on account
of the attitude of the military.

COERCIVE STRIKES BANNED.

(Continued from Page 1.)

(3) of section 5 are based on
clause 5 of the English bill. The
section as a whole is designed to
prevent intimidation.

6. Sub-section (1) of section 6
is based on clause 6 (2) of the
English bill, the Government of
Hongkong taking the place of the
"local or other public authority."
of the English clause. Sub-
section (2) of section 6, which is
aimed at strikes in essential
services which are commenced
without due warning, is based on
section 4 of the Conspiracy and
Protection of Property Act, 1875,
but it extends the principle of
that section to electricity, to tele-
phone and sanitary services, and
to the means of transport by
railway, ferry, tram and bus. The
English section is confined to gas
and water. Sub-section (3) of
section 6 is copied from section
5 of the above English Act.

No Outside Domination.
7.—(1) Section 7 is intended to
free Hongkong trade unions from
the risk of domination by organiza-
tions outside the Colony. Past
experience shows that there is a
grave danger that such domination,
if it were allowed to exist, might
in some cases be used, not for any
genuine trade union purpose, but
for bolshevistic and anti-British
objects.

(2) Sub-section (1) accord-
ingly provides that, except under
and in accordance with the permis-
sion of the Governor in Council,
no trade union which is establish-
ed within the Colony shall be
affiliated or connected with any
trade union or other organization
outside the Colony in such a man-
ner as to place the Hongkong trade
union or its members under the
control of the organization which
is established outside the Colony.
Any Hongkong trade union so
affiliated without permission will,
under sub-section (2) be an unlaw-
ful society, or it may, under sub-
section (3), be declared an
unlawful society.

(3) In order to facilitate proof,
and to avoid doubts as to what
establishment within the Colony
means, sub-section (4) specifies
certain facts, e.g., the exhibition
of a sign board, from which it is
to be inferred that a trade union
is established within the Colony.

(4) Sub-section (5) provides
that no person shall on behalf of
any trade union outside the Colony
give any direction or notice to any
person with regard to any action
by such person within the Colony,
and sub-section (6) makes posses-
sion of any such direction or
notice in writing an offence un-
less lawful authority or excuse can
be established.

(5) Sub-section (7) throws on
the defendant the onus of provid-
ing that any organization in ques-
tion was not a trade union, or that
any organization in question was
not a trade union established out-
side the Colony.

8. Section 8 prohibits the ap-
plication of the funds of any trade
union to any political purpose
outside the Colony, and prohibits
any levy for such a purpose.

9. Section 9 is copied from 3
of the English Trade Disputes and
Trade Unions Bill. It gives the
Attorney General the right to
apply for an injunction to restrain
any application of the funds of
a trade union in contravention of
the Ordinance.

10. Section 10 is the general
penalty section.
The Chinese version of the
above Bill is published in a special
supplement to the Gazette to-
day.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. Name of a pagan goddess. 2. South-east
of South America. 3. Portsmouth. 4. One in
which Adam and Eve are described as making
"breeds" of fowls. 5. 1841. 6. Denmark.
7. Metal covering of part of an airplane. 8.
Hirwood. 1860. 9. Antrim, Northern Ireland.
10. 17 feet. 11. Isle of Athelney, Somerset.
12. The disciples James and John. 13. Nearly
the century. 14. Italian pioneer of electrical
engineering. 15. 50.

Entertainments

Starting TO-DAY

at 2.30, 5.10, 7.15 and 9.20.

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of

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QUEEN'S

WORLD

TO-DAY

5.15 and 9.15 p.m.

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DANIELS HUGHES TORRENCE

"IN

"HERITAGE OF THE DESERT"

STAR

TO-DAY

2.30 to 11.15 Continous

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"PRISONERS OF THE STORM"

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Recommend

4093—Cherie, I Love You. Fox Trot
How Many Times? " "
4098—Baby Face. " "
Bluo Bonnet. " "
3963—Barcelona. " " One Step
Thanks for the Buggy Ride. Fox Trot
4023—Bye-bye Blackbird. " "
No Foolin' " "

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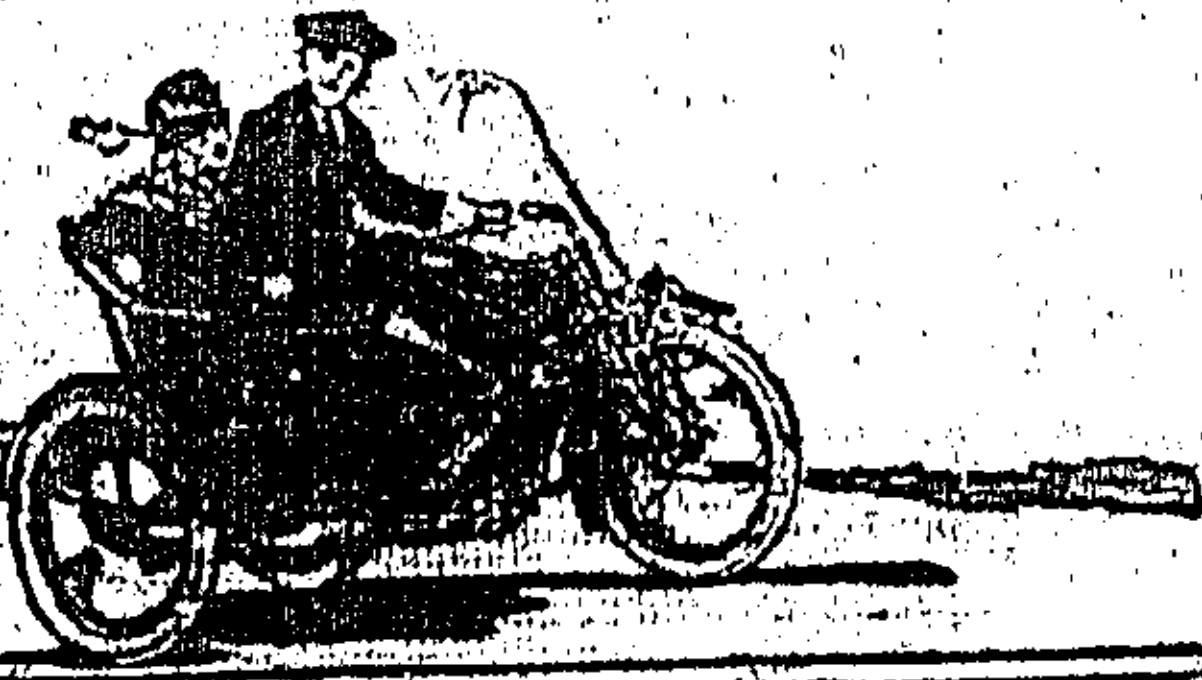
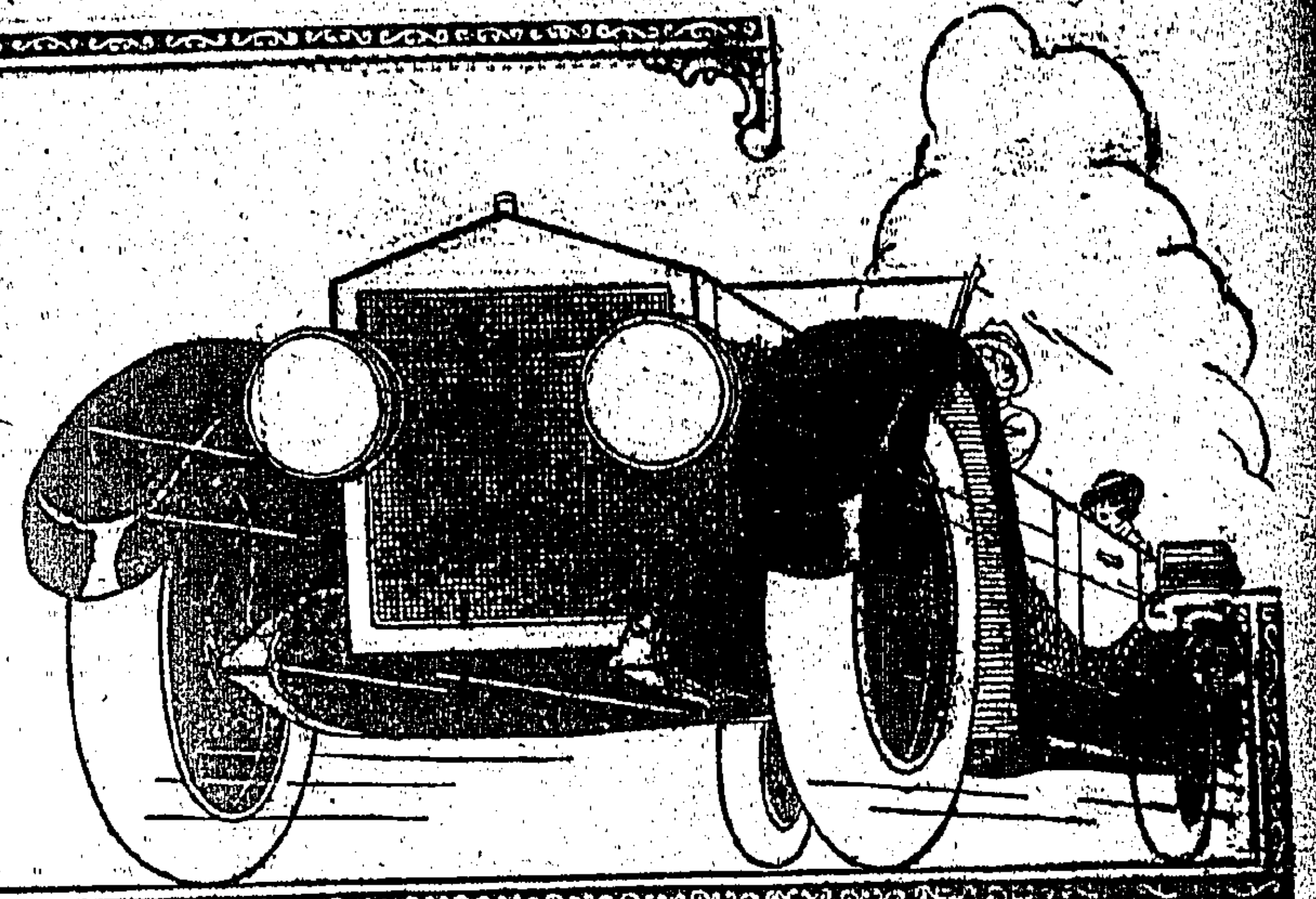
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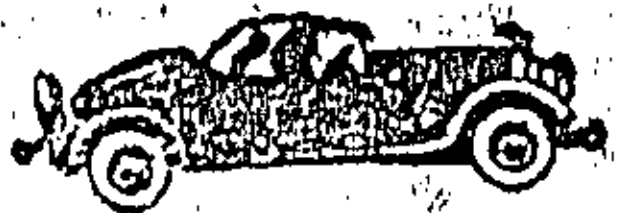
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ENTERTAINMENT

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 25th JUNE, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Roadless China.

The demonstration by the Military Authorities of the capabilities of a new type of Army lorry, which took place in the vicinity of Shatin, on Wednesday, last, was an object lesson in the value of mechanical transport in districts not served by roads. Although the Morris six-wheeler has been developed with a view to its employment in work of a military nature, it has also introduced a form of traction which is already proving itself invaluable in vast undeveloped districts in other countries. It is in respect to the ready assistance offered to the ordinary pursuits of peace, that we would like to see further demonstrations of this nature given in some of the agricultural districts adjoining Canton. Britain's representatives out here would indeed be well employed in teaching the Chinese farmer the value of introducing modern mechanical means for transporting his produce to marketing centres.

A Friendly Gesture.

That China has suffered in the past, and is still suffering to-day from the absence of effective and just control, is a matter which has received the attention of many more happily constituted countries, particularly Great Britain, and many have been the gestures of friendship which alas, have been forgotten in the face of agitation organized by the insidious forces of Bolshevism, or whatever such poisonous doctrine may be called. At the moment, it is most gratifying to know that Canton has shown a desire for friendly relations with Hongkong, and the recent organizing of a regular train service between the two cities, powered by British locomotives, is, pleasing evidence that the foolish enmity of the past is gradually dying. The British Navy and Army stand primarily for upholding law and order, thus allowing the millions of people which they guard to pursue their many vocations in peace. What a happy result it would be, if the presence in China of mechanical units of Britain's Army, served to teach the Chinese improved methods of traction, thus assisting them towards the goal of prosperity.

That "Aga" Light.

The experiment being tried at the cross-section of Des Voeux Road and Pedder Street has given rise to much criticism, much of it in rather sarcastic vein. From the first day that the "Aga" light functioned, many people saw fit to condemn it, although the least that can be done is to give it a fair trial until motorists have become thoroughly acquainted with it. It is always an easy matter to condemn something which we do not understand, but such an attitude is neither fair nor, to say the least, of intelligence. Several problems do arise, such as the action that a motorist is to take proceeding along Des Voeux Road in a westerly direction, and desiring to turn down to Blake Pier at the moment a tram-car is about to start off from the Post Office. We imagine that the motorist himself would solve such a problem in a satisfactory and safe way. However, until a fair trial has been given, we refrain

from either commending or condemning the system.

Holiday Touring.

Members of the Hongkong Automobile Association will be interested to learn that arrangements have been made whereby Hongkong motorists proceeding on leave, may disembark at Naples, and motor overland through Italy, Germany, Austria, Belgium and France, and thence to England. These arrangements have been made in co-operation with the A.A. at Home, and any member of the H.K.A.A. may now receive the necessary documents and instructions which will guarantee his progress through the countries named. Introductions will also be given to the allied Associations en route. Particulars may be obtained from the Rev. G. S. Upsdell, the Honorary Secretary.

Obscured Signals.

The traffic lights at the Junction of Bonham and Pokfulam Roads are somewhat obscured by overhanging branches from the roadside. At present it is almost impossible to see the lights until within a few feet of them, and we rather wonder what would happen should a motorist be proceeded against for not complying with the signals. Quite a small matter, and one that will doubtless be attended to.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—

Surgeon Commander Gibson.
S. H. Ross.
H. M. Miller.
W. S. Bailey.
Dr. B. H. Mellon.
Dr. Cheah King Sing.
A. K. J. Jensen.
H. G. Howard.
A. C. Pederson.
Dr. T. Nagel.
W. L. Handyside.
G. Hogg.
E. H. Histed.

Motorists and Police.

The recent case of a traffic policeman being convicted of improper conduct towards a motorist, calls attention to the difficulty the authorities are faced with in regard to arranging effective traffic control. It has to be admitted that some of the native traffic police do not exercise marked intelligence in the execution of their duty, but when it is perfectly obvious that every motorist must be aware of the imperfection of the system, a certain allowance must be made for deficiencies. That the motorist concerned in the recent case was subjected to annoyance, appeared to be clearly established, but even so, there was no necessity to get out of the car in order to ascertain the number of the police officer who gave the alleged offence. In such cases, the motorist is quite able to indicate to the authorities the policeman who gives cause for complaint, by reporting the particular point at which he is on duty, and by so doing, he not only preserves his own dignity, but saves the officer from "loss of face" and prestige.

BAGS OF FUEL.

Running on Dust.

Every country in the world is endeavouring to find new fuels as petrol substitutes. Information from America discloses that an engineer of the Arlington Agricultural Farm Laboratory at Washington, has made successful experiments with grain dust as a fuel. There should, then, soon be a big demand for the residual dust in the wheat silos throughout the country, and fuel will be carried in a chaff bag instead of a tank.

REPLACING WOMEN.

Tractor Hauls Lifeboat.

For years past, whenever the lifeboat at Boulmer, Northumberland, has been required, the women of the village have turned out and lent their strength in hauling the boat down to the water's edge.

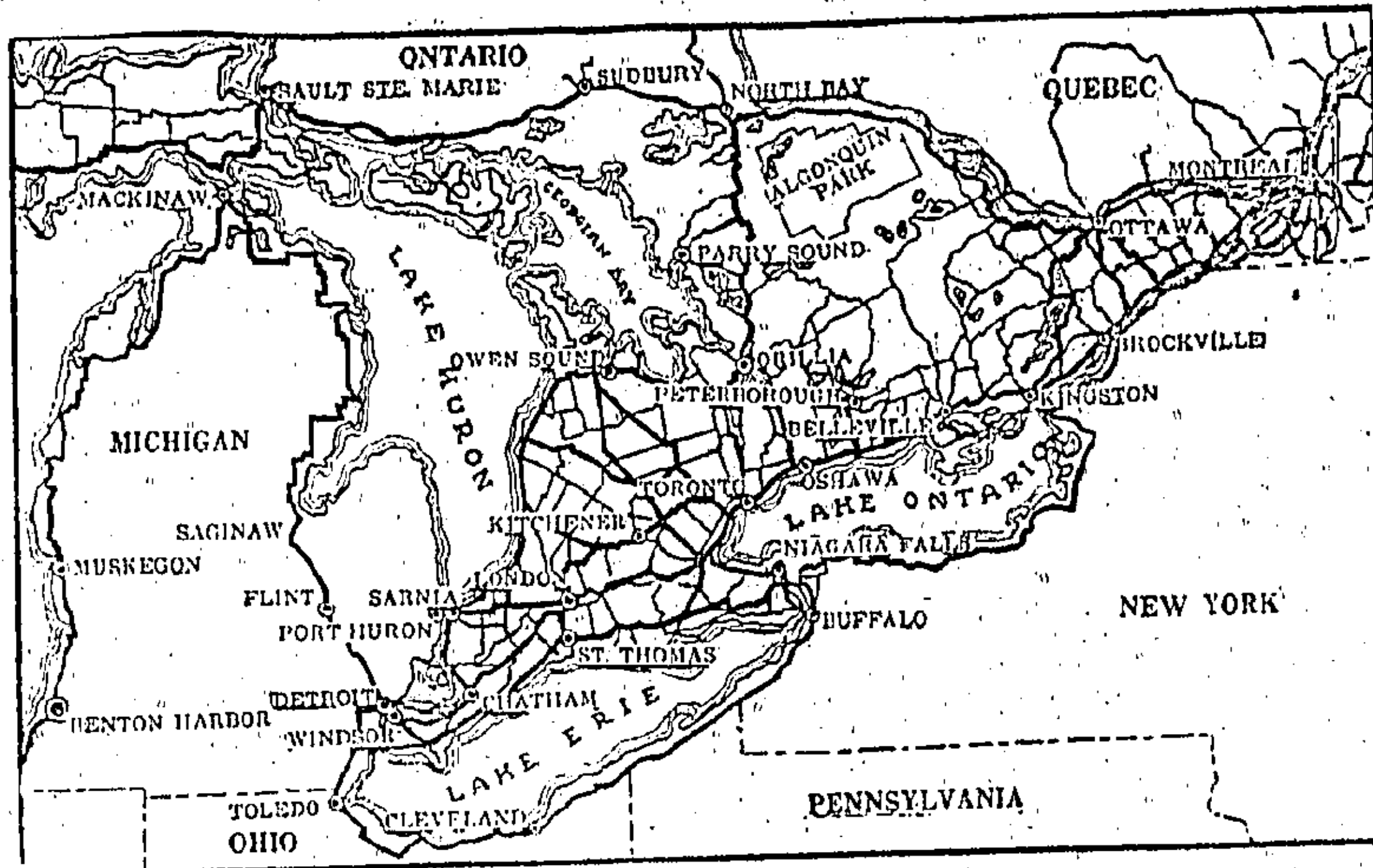
Now the women can stand and watch, as a chain-track tractor does the work for which they were publicly honoured in London last year.

The motor vehicle is gradually beating even tradition.

AUTOMOBILE TOURING IN CANADA.

Good Roads—Alluring Sports—Enchanting Scenery.

(By Israel Klein for the Hongkong Telegraph.)



This is the highway map of Ontario and part of Quebec, with the main roads of the United States leading to Ontario ports.

Ottawa, Ont., May.—The gates of Canada have been opened wider than ever this year and, already thousands of tourists from the United States are rushing through them to enjoy the hospitality, as well as the captivating sports and the marvellous scenery for which the Dominion is noted.

Canadian authorities are preparing to receive more than four million tourists from the United States this year. Ontario province, it is believed, will entertain the greater part of these.

Ontario offers far more than respite for parched Americans south of the border line. Its lakes, forests and streams are known the country over for their fish and game, their rugged atmosphere and entrancing scenery. Rolling country interspersed among these finish a picture so completely varied in attractiveness as few other districts can supply.

Into this picture will come tourists by the hundreds of thousands, most of them by auto. The roads, nearly 60,000 miles of them, are ready, a great portion wide and smooth, more than half composed of improved gravel pavement.

Good Roads Prevail.

Every part of this province is traversed by good roads, from Sault Ste. Marie at the western portal eastward into the province of Quebec, and especially through the great peninsula that extends between Lakes Erie and Huron to Windsor, across the river from Detroit.

The main trans-continental trunk highway system that stretches across southern Canada runs eastward from Sault Ste. Marie, skirts the shore of North Channel, Lake Huron, and passes on eastward through Sudbury, along the north shore of Lake Nipissing to Mattawa. From here the road follows the beautiful Ottawa river to Point Fort, 601 miles from the Sault, and from here proceeds to Montreal.

At North Bay, the tourist can hardly restrain his sporting desire to turn southward from this route and traverse the famous Muskoka lake district, where summer sports, canoe routes and fishing grounds abound. If he does so, he may continue westward to Lake Simco and on to Toronto, 235 miles from North Bay.

Windsor is perhaps the second most important gateway to Ontario from the United States. It is opposite Detroit, by ferry. From this border city, after leaving Malden, the tourist has the

choice of two main highways eastward.

Skirting Lake Erie.

One passes close along the north shore of Lake Erie to Niagara Falls, for 257 miles, giving access to all lake ports and summer resorts. The other route takes the tourist through London, Woodstock and other cities to Hamilton, whence two other routes may take him to Toronto.

All of this is wonderful driving on fully improved roads, through picturesque country.

Past Toronto to the east, the route leads along the shore of Lake Ontario to Kingston and then by the St. Lawrence into the province of Quebec near Beauport.

adventurous Muskoka Lake district.

From Parry Sound, there's a steamboat ride that shouldn't be overlooked, for it reveals the many nooks and crannies of one of the most entrancing landscapes in Ontario. This is the "Thirty Thousand Island" region, a place chock full of woody reefs and promontories.

Another Way Back.

The car can be run onto the steamer for this trip and taken off at Midland. This begins another enjoyable ride around the southern edge of Georgian Bay to Owen Sound, across to Southampton and down the Lake Huron shore to Sarnia.



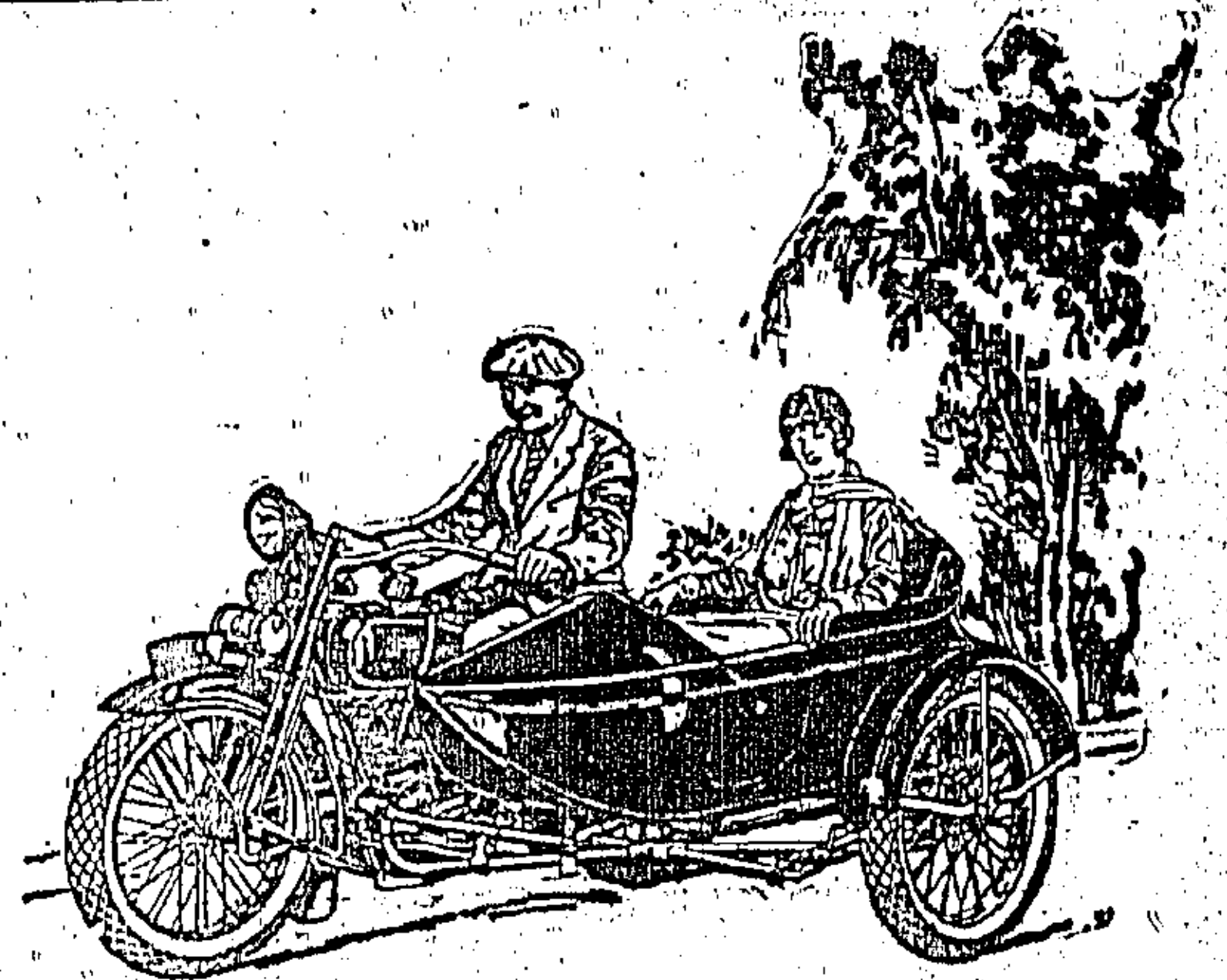
One of the many scenic drives in Ontario runs along the Rideau river northward to Ottawa. This scene is at Long Island on the Rideau.

Niagara Falls is the most important gateway to Ontario. This brings the motorist into a beautiful stretch of highway northward to Hamilton and on to Toronto.

Proceeding northward through any of many routes into the picturesque lake district of Ontario, the tourist may reach Parry Sound, on the east shore of Georgian Bay, after passing again through the picturesque and

At Sarnia a ferry may be taken across the St. Clair river to Port Huron, Mich., for a picturesque route known as the Blue Water Highway, still in Canada, may be followed southward to Chatham and thence along the south shore of Lake St. Clair to Windsor.

These are only the main highways. Throughout the Ontario peninsula there is a network of roads that crosses entrancing country in all directions.



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The shipment comprises—

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There is a grade of Mobiloil which is the most efficient and economical oil that it is possible to buy for your car. If you put off using this grade of Gargoyle Mobiloil you are putting off Mobiloil protection and Mobiloil economy. You are buying trouble by the gallon instead of scientific lubrication by the mile.



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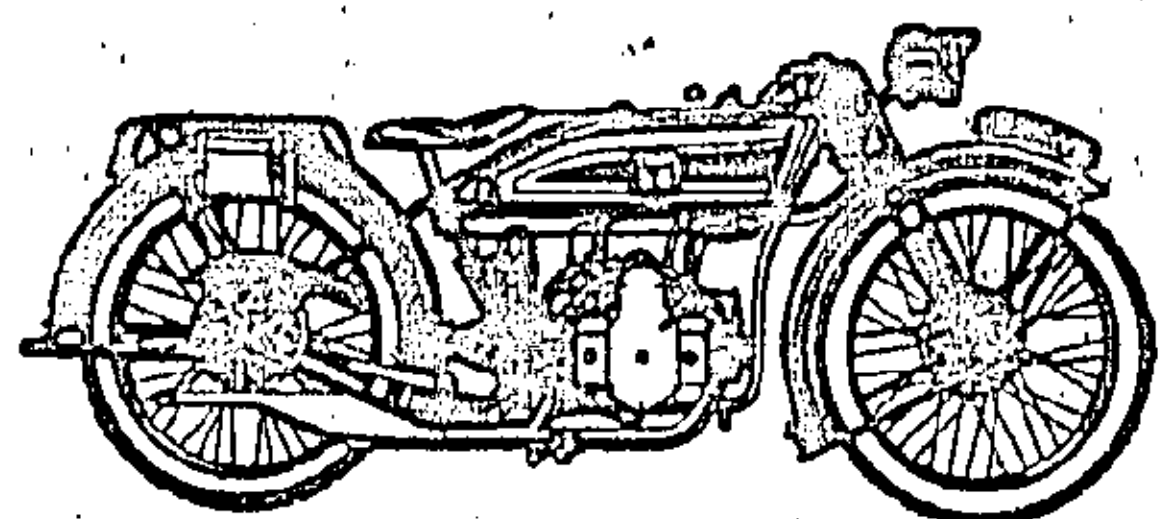
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PROSPERITY AND ITS RESULT.

MOST TANGLED CITY IN THE WORLD.

WHERE IS SYDNEY HEADING?

(By Charles S. Clancy.)

Australia, as the fifth largest motoring country in the world, is expanding so rapidly that in time she will overtake other countries, and will fall in alongside America and Canada as the largest owner of motor cars.

On statistics for 12 months ended January, 1927, the increase in cars and trucks in Australia was 27 per cent. On January 1, 1927, the estimated number of cars in Australia was 302,416, and 59,186 trucks.

Such a large percentage gain illustrates the giant strides that the industry is making in Australia.

Saturation point in sales has not yet been reached, and is not likely to be reached for some years to come.

The trade expects that the present year will be a record one for sales.

The trading-in problem is a serious one as inflated values on used cars, so as to claim a sale, have left in some cases a very small margin of profit.

Apart from profits, whether small or large, sales continue to climb, which threatens further serious traffic disorders as the result of this continued expansion.

Although the increase in motors quoted above is spread all over Australia, the greater portion of the percentage increase is confined to the capital cities.

Sydney perhaps is the worst hit capital in the Commonwealth.

Nowhere are such traffic difficulties experienced as in Sydney, Brisbane, Melbourne and Adelaide have nothing like the congestion of Sydney.

Adelaide, with the biggest number of cars in proportion to population, is experiencing no traffic trouble whatever.

The layout of the city will prevent any such difficulty for many years to come. Wide, open spaces surrounding the city, on the border of the city proper, could easily be converted into parking areas if the necessity did arise.

In Sydney, though, the problem confronting the authorities is a gigantic one. With this knowledge you would think that the authorities would look around for a solution.

But what has been done? Nothing.

The increase in cars continues alarmingly, and still only a few minor changes in regulations, which aim at lessening congestion, are made.

The motive for which such re-

gulations were introduced has not been found as the result of putting these schemes into practice.

The year 1927, with our motoring figures soaring, finds us without parking areas.

What provision has been made for finding parking accommodation for the hundreds of cars that have been hunted off the streets?

A few enterprising garage-men have opened up their limited floor space to house the cars that can't find road space. Hundreds of hunted owners can't find parking space in the few streets which have been set aside for such a purpose.

Conditions are getting worse daily, with no attempt by the authorities to catch up with the problem.

It is running away from them. Apparently they intend to let it get well away and then ban cars in city streets altogether.

The conservative idea of permitting the large bulk of our trams to use up the centre of our narrow city streets in this age of progress is ridiculous, and must impede the attempt to secure ultimate efficiency in traffic administration.

Congestion is so bad now that visitors from the country, motoring through to Sydney, stop at Parramatta and hire a driver to bring them on to their destination.

Even among Sydney drivers there are hundreds of men who have left the car at home, having no further use for it in the city.

This is perhaps one way of solving the problem by forcing every owner to leave his car at home.

Though figures show there is no decrease in the popularity of the car, there must be a big number of people who have abandoned all idea of owning their car because they are confronted with such traffic confusion.

What has the trade to say about this aspect of the matter?

What nightmares must assail Inspector Turbett when he looks around at the traffic maze which is gradually engulfing his traffic constables.

In another couple of years Australia may have gone up a few steps on the world's motoring ladder.

Certainly Sydney will by then have achieved the distinction of being the greatest traffic-tangled city in the world.

That is, of course, unless something is done in the meantime.

NO DUST OR GRIT.

Dodge Brothers Device.

Probably no single mechanical feature now in use is more effective in prolonging the life of a motor car than the air cleaning device.

The cleaner which is now standard equipment on Dodge Brothers motor car is very simple in construction, consisting of only the outer shell and a fan. The clarifying of the air is accomplished by centrifugal force; that is the rotation of the fan, through which all the air passes, throws the particles of dirt against the side of the outer shell and they drop through the bottom of the cleaner, allowing only the clean air to pass through to the combustion chambers. When we realize that an automobile engine breathes from fifty to one hundred times as much air as we do, we can readily see that the air cleaner by preventing dirt and grit from mixing with the engine lubricant insures longer life in the main and connecting rod bearings, the pistons and rings and the cylinder walls.

According to figures furnished by the professors of automotive testing laboratories of Purdue University, fifty per cent of the wear and tear on an engine is caused by road-dirt and dust which enter through the intake. Likewise, this same dust combining with the oil of the engine is the chief ingredient of the so-called carbon which accumulates in the combustion chambers. It is appreciated by the automobile driver that Dodge Brothers, in equipping their car with the air-cleaner, have eliminated 55% of this trouble. Dodge Brothers engineers in testing the new device in the dustiest desert they could find in North America declared it to measure up to Dodge Brothers exacting high standards.

While a special manifold was required to mount the new air-cleaner, the cleaner with the correct manifold can be installed in Dodge Brothers power plants previously built.

SUDDEN JERKS.

Some of the Causes.

[By Israel Klein.]

It is a pleasant sensation to ride in an automobile that can creep along a congested highway as low as two miles an hour as smoothly and quietly as it can at high speed.

The fact shows that the engine is in good form and that the clutch and gears of the transmission are tight and perfect.

Often, however, a car will begin to jerk, or stumble, at five or even as high as ten miles an hour. Yet this may not be the fault of the engine.

The trouble, in such event, may lie in any of several points in transmission. The clutch friction plates or facings may be worn, so as to cause this important part to slip and grab in alternate jerks.

If the clutch is still good, the gears may not be. A tooth might be stripped enough to cause a break in the gear's hold of the transmission. Back lash occurs in such event, and jerking is felt.

This may occur in the gears of the transmission or the differential.

It results from lack of lubrication, mostly.

Neglect of the universal joints, or the rear axle transmission similarly causes undue wear, and back lash results.

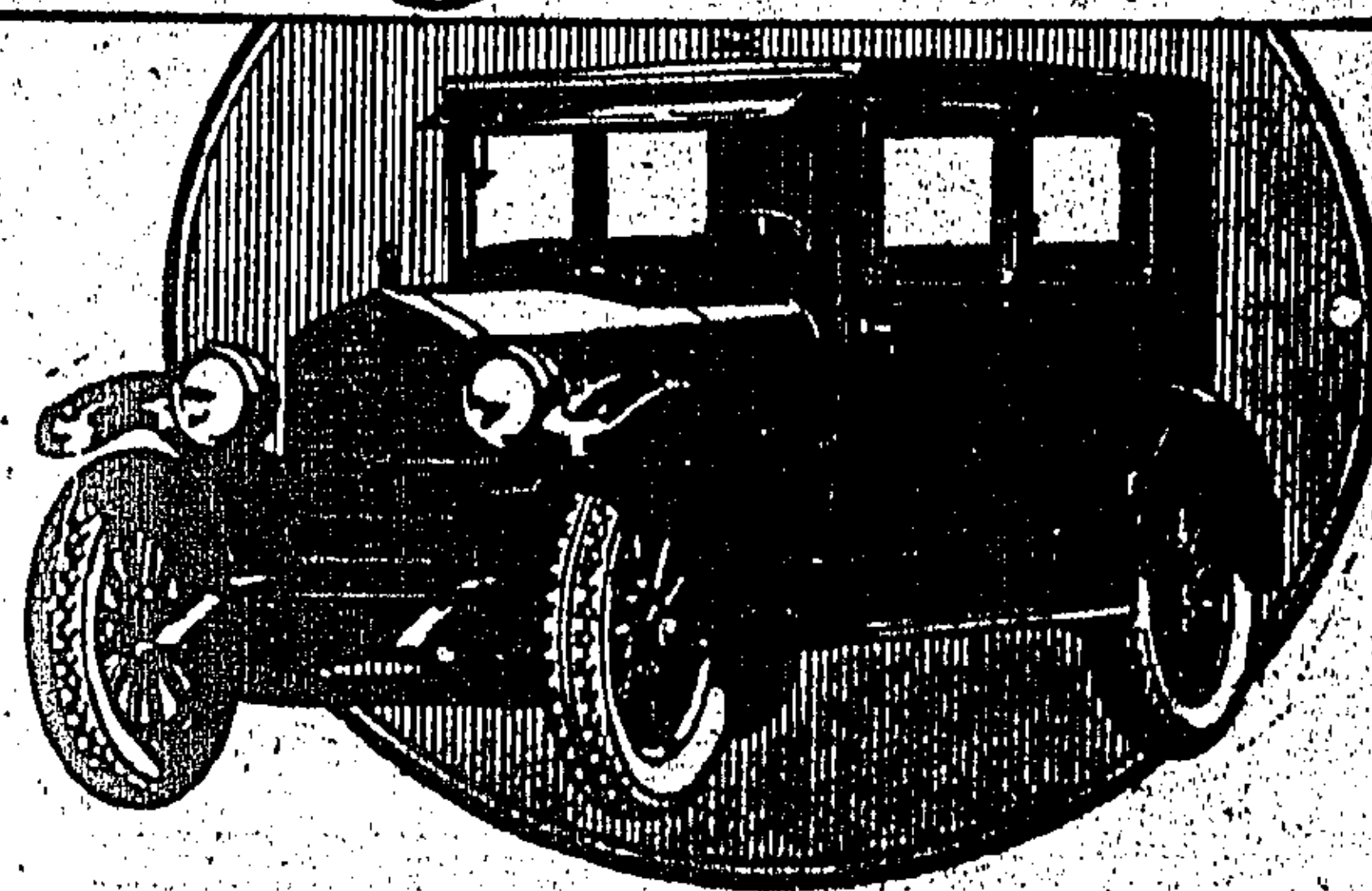
If lubrication is neglected throughout, wear will produce enough play in all the moving parts to cause an accumulation in the direction of the drive and a severe case of jerking.

All this assumes a perfect engine. But often the engine is at fault for this jumpiness. One cylinder will miss and the car will jerk at low speed.

Therefore, it is essential that the engine be checked thoroughly before the transmission end is accused.

The carburetion and ignition system must be checked for good operation. The flow of gas must be sufficient and regular. The spark must ignite evenly.

ESSEX "6" COACH



The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company that the public actually goes riding in Hudson and Essex Cars before the commitments for most of the raw materials are due for payment.

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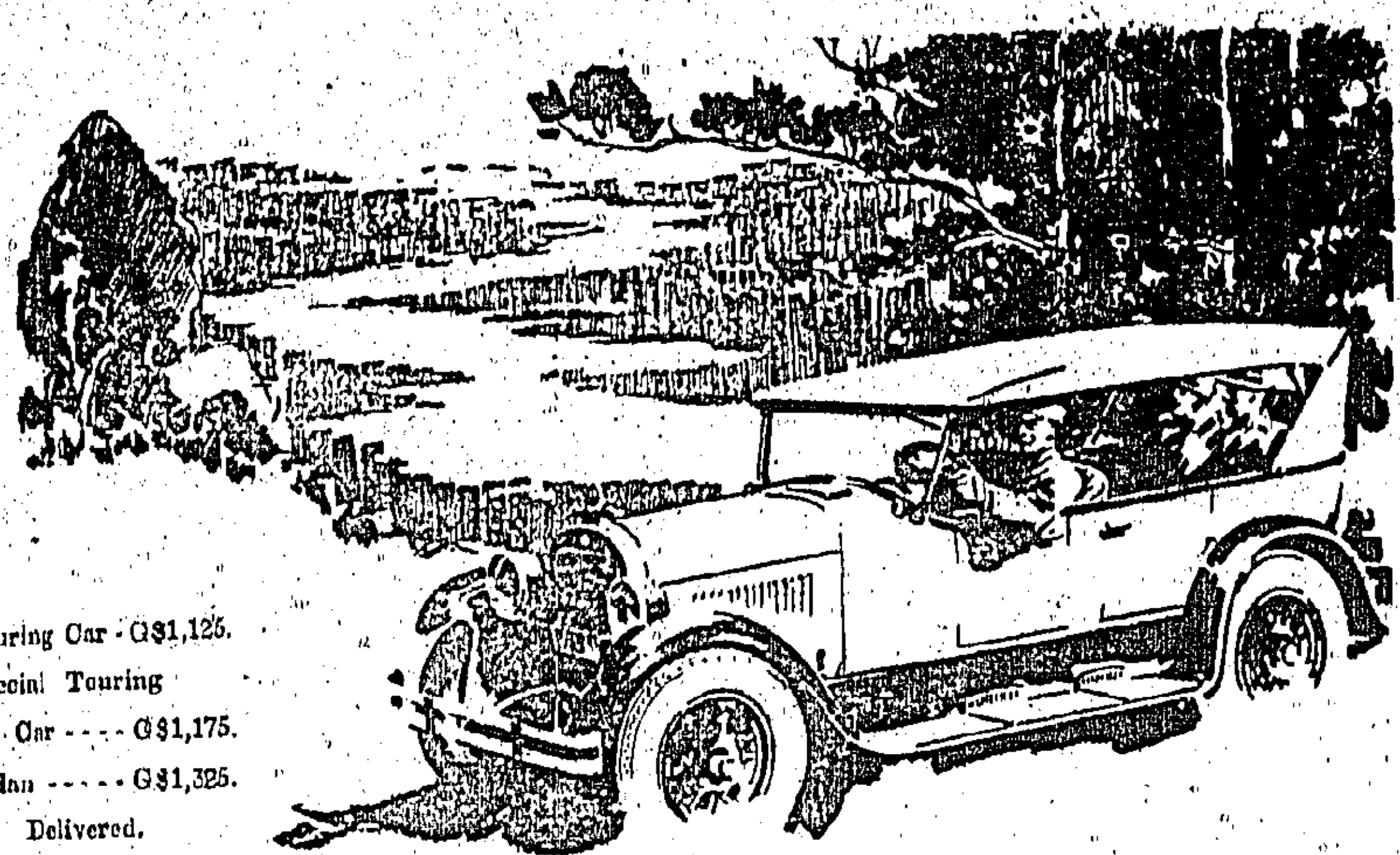


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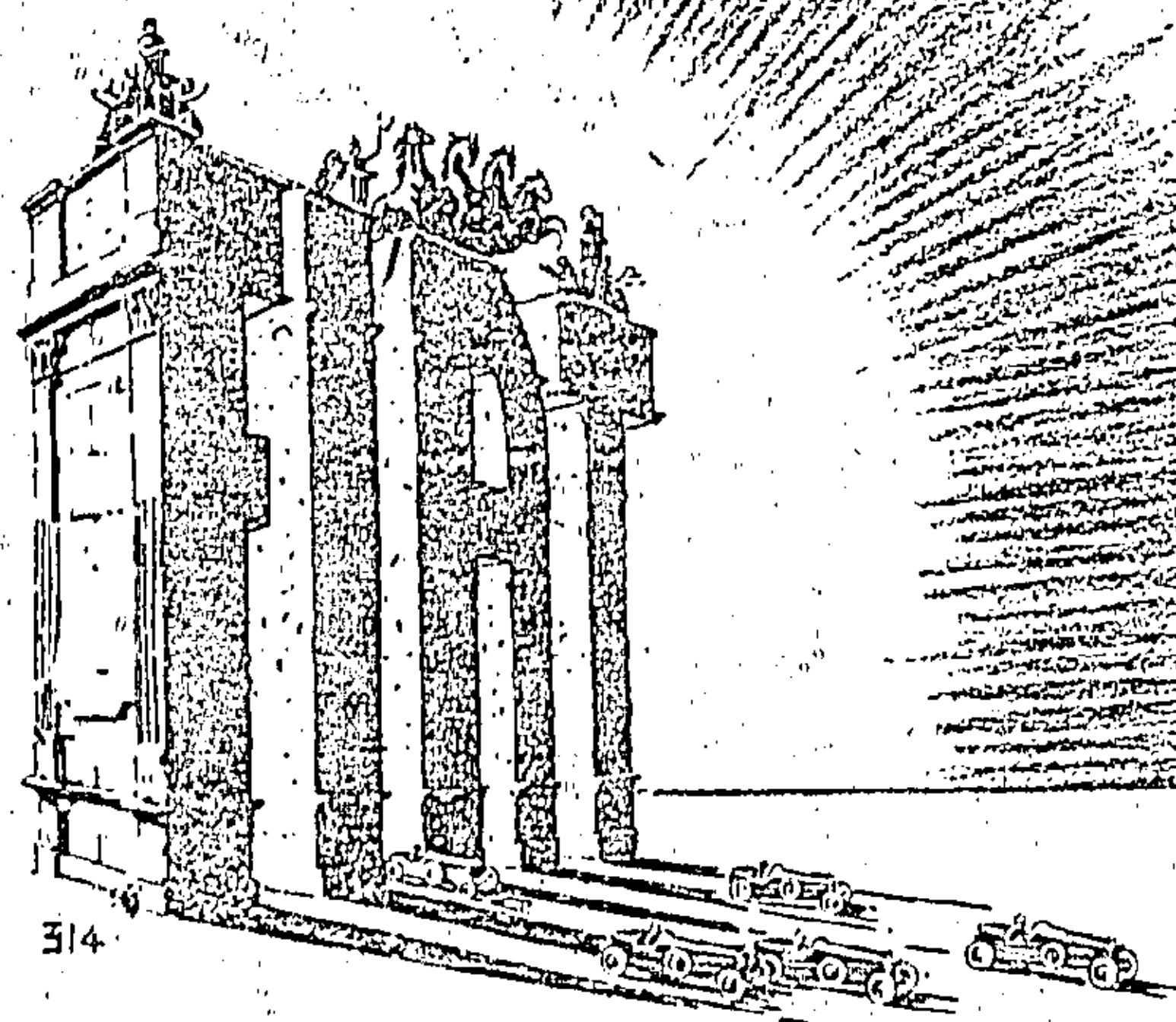
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"SOMETHING WRONG."

Troubles and Remedies.

[By Israel Klein.]

Sometimes there is a peculiar "feel" behind the steering wheel that seems to warn the driver of something gone wrong.

The motor may be humming along in tip-top shape. Yet there it is, a sort of drag on the whole car, a feeling that the engine is pulling harder than usual.

The steering, too, seems more difficult, and the wheel must be gripped tight to keep the car from swerving out of control.

What's wrong lies in the tyres or in the front wheels and axle. The tyres may be under-inflated, making steering especially hard. The pitch or toe-in of the front wheels may be out of adjustment, enough to make control of the car difficult.

Perhaps even the caster, or slant, of the front axle may be off a degree or so, and the wheels may be shimmying as a result.

Tyres, for easiest driving, should be kept inflated at the pressure designed by the manufacturers of the car.

Balloon tyres usually take about 35 pounds pressure. Cords go up to 60 or 70 pounds.

Too much pressure will cause susceptibility to hard knocks from irregularities in the road. The driving is easier, but the riding is hard on the passengers.

The front wheels have to satisfy three important requirements in order to make driving easy and riding comfortable.

First, they have to have a definite pitch, or an inward slope, so that the bottoms are from one to three inches closer together than the tops.

Secondly, they must "toe in" or slant inwards horizontally as well as vertically, so that their forward edges are closer together than the rear.

Lastly, the axle has to have a definite tilt, or caster, which prevents shimmying, or wandering of the wheels.

If the pitch or toe-in of the front wheels of a car are off just an inch, the tyres will drag a mile sideways in every 16 miles the car is going forward!

That's what causes not only undue wear on the tyres, but that uncomfortable "feel" at the wheel, the kind that makes you think a heavy weight is dragging along behind. Steering, too, is much more difficult.

Unequal pressure by four-wheel brakes, or a sudden hard twist in turning a corner may upset the balance of the front wheels. A slight shock, a bump against the curb or over a rut, may be other causes for such trouble.

The bushings, pins or bearings in the wheels and steering system may be worn so as to cause the wheels to wobble, or the steering to be uneven.

The remedy lies mostly in prevention—in keeping the entire steering system tightened up, and in getting a monthly check on the pitch and toe-in of the wheels, and the caster of the axle.

ALL IN A CAR.

Mountains of Parts.

A season's requirements for Morris cars include a quarter of a million square feet of plate glass for wind-screens, and tens of thousands of miles of insulated copper wire not to mention the steel tubing, which, if placed end to end, would stretch from Oxford to Paris.

This interesting information was given by the production manager of Morris Motors, Ltd., in a lecture to the British Association.

He drew a vivid picture of the thousand and one difficulties which lie in the path of a firm whose aim is to produce motor cars in thousands. For instance, there are not far short of 10,000 separate individual parts, including nuts and bolts, in a Morris car; and as a car is unsalable with even one of these parts missing, it is not all child's play to control supplies when one remembers that a finished motor is scheduled to come through the works every two minutes.

A hold-up in supplies may occur from a cause which, at first sight, would seem to have no connection whatever with the production of motor cars. A sudden run on ship construction will bring a reduction in the supply of the steel plates which are required for the chassis frames.

Difficulties in connexion with the supply of camphorwood (which is controlled by the Japanese Government) would result in a shortage of steering-wheels.

AN IMPORTANT TEST.

Notes and Comments on Current Topics.

The bulk of events which are termed reliability trials are anything but tests of reliability, and this is reflected by a false impression being gained sometimes of first-class machines simply because their riders were not expert—or fortunate—enough to keep their feet on the rest in four or five inches of glutinous mud, or on a freak hill with a surface strewn with boulders.

The Stock Machine trial which finished on May 7 is an entirely different matter, says *Motor Cycling*. The course chosen included roads which were much more difficult and trying than an ordinary touring motorcyclist would encounter, but they contained little of a nature calculated to give the average trials rider much anxiety.

The event was in fact a genuine test of reliability instead of the potpourri of circus riding and aquatic feats which characterizes so many of our classic one-day road events.

In the Stock Machine trial it is the machine that counts far more than the rider. This in itself lends value to the event, and it is made doubly useful by reason of the fact that the competing motorcycles really are stock models identical with those which are sold to the public.

Injured Motorist: "Doctor, tell me the worst."
Doctor (a motoring enthusiast): "Well, two wheels and the radiator are smashed."—"Contact," in *The Motor*.

FAVOURS MOTOR BOATS.

Major Segrave to Retire.

"I shall never get into a racing car again after this year," said Major Segrave, the racing motorist, who in March in America beat the world's motoring speed record by travelling at 207 miles an hour, in intimating his intention of retiring from the motor racing track in October. In future he hopes to get his thrills from motor-boat racing.

"I have been at it eight years, and the time to retire is when you are at the top of your form and everything is going all right," he said.

During his recent stay in America Major Segrave acquired two motor-boats, and with these he intends to practise this summer.

VACUUM MUFFLER.

An Australian Invention.

Designed with the object of eliminating the back pressure inherent in the conventional muffler the "Eros" Vacuum Exhaust Muffler has been invented by Mr. J. Blanchard, of Sydney.

Tests carried out with a car fitted with the ordinary silencer and the same car then fitted with the new device showed a marked improvement in power and pick-up, owing to the exhaust gases being less impeded in getting clear of the engine.

At the same time the car is silent enough to satisfy the most exacting.

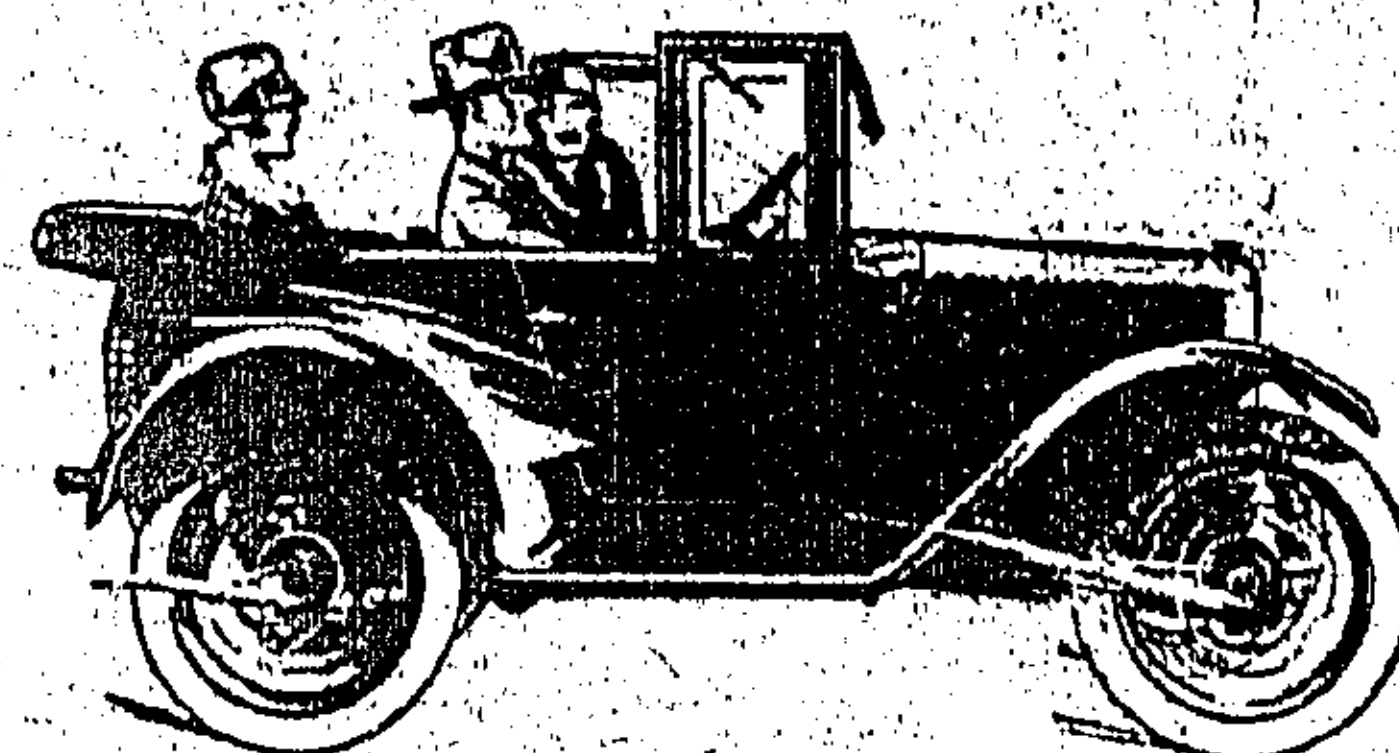
The device is simple enough, consisting of a nest of concrete cones, spot-welded together, the outside cone being welded to the silencer body. A short section of piping of suitable diameter to fit the standard exhaust pipe on the car is fitted to the first of the cones. The gas on entering the muffler at once commences to expand through the cones; gas passing through the larger cone travels at a higher rate, thereby drawing the other gases with it to the expulsion end of the muffler, and creating a vacuum between muffler and valves.

In addition to preventing back pressure, the "Eros" is claimed to give an improved petrol consumption, keep the engine cooler, eliminate carbon, and overcome the trouble of oily plugs.

MORE U.S. CARS.

Czechoslovakia's purchases of American automobiles increased more than five times during the past three years. In 1924 only \$250,000 worth of American cars were imported into Czechoslovakia, while for the first 10 months of the past year the figure had risen to \$1,832,000.

THE "AUSTIN SEVEN"



Only takes a day's wages to run it for a month. Not a month's wages to run it for a day!
The only car which you can run and save money at the same time.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR
DOOR ONE OF THESE MODELS.

Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

2 floor,—Ice House St. Entrance.

ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic inches piston displacement.

Roadster	2-seater	G\$1,980
Touring	5-seater	G\$1,150
Coupe	2-seater	G\$1,150
Coach	5-seater	G\$1,150
Special Coupe	2-seater	G\$1,180
Sedan	5-seater	G\$1,250

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic inches piston displacement.

Roadster	2-seater	G\$1,100
Special Roadster	2-seater	G\$1,150
Rumble Seat Sport Roadster	4-seater	G\$1,250
Touring	5-seater	G\$1,125
Special Touring	5-seater	G\$1,175
Sport Touring	5-seater	G\$1,210
Touring	7-seater	G\$1,320
Special Touring	7-seater	G\$1,370
Coupe	2-seater	G\$1,275
Special Coupe	2-seater	G\$1,325
Sedan	5-seater	G\$1,325
Special Sedan	5-seater	G\$1,375
De Luxe Sedan	5-seater	G\$1,500

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—288.60 cubic inches piston displacement.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,775
Sedan	5-seater	G\$1,880
Rumble Seat Sport Roadster	4-seater	G\$1,890
Brougham (Custom Built)	5-seater	G\$2,080
Sedan (Custom Built)	5-seater	G\$2,270
Sedan (Custom Built)	7-seater	G\$2,375

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.

Phaeton	5-seater	G\$2,665
Rumble Seat Roadster	4-seater	G\$2,765
Sedan	5-seater	G\$2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.

Touring	7-seater	G\$3,215
Coupe	4-seater	G\$3,215
Club Sedan	5-seater	G\$3,255
Sedan	7-seater	G\$3,335
Sedan Limousine	7-seater	G\$3,435

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE.

Phaeton	5-seater	G\$4,135
Rumble Seat Roadster	4-seater	G\$4,290
Sedan	5-seater	G\$4,300

MODEL 343—STRAIGHT-EIGHT—143-INCH WHEELBASE.

Touring	7-seater	G\$4,430
Coupe	4-seater	G\$4,370
Club Sedan	5-seater	G\$5,510
Sedan	7-seater	G\$5,625
Sedan Limousine	7-seater	G\$5,725

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



Protection

For light lorry service, where conditions demand extra protection and speed and yet do not justify the cost of pneumatics—this improved R-M-C Tyre is heartily recommended.

It gives protection that cuts cost of repairs, preventing damage to load; and the extra mileage reduces running cost. Can be fitted to present wheels.

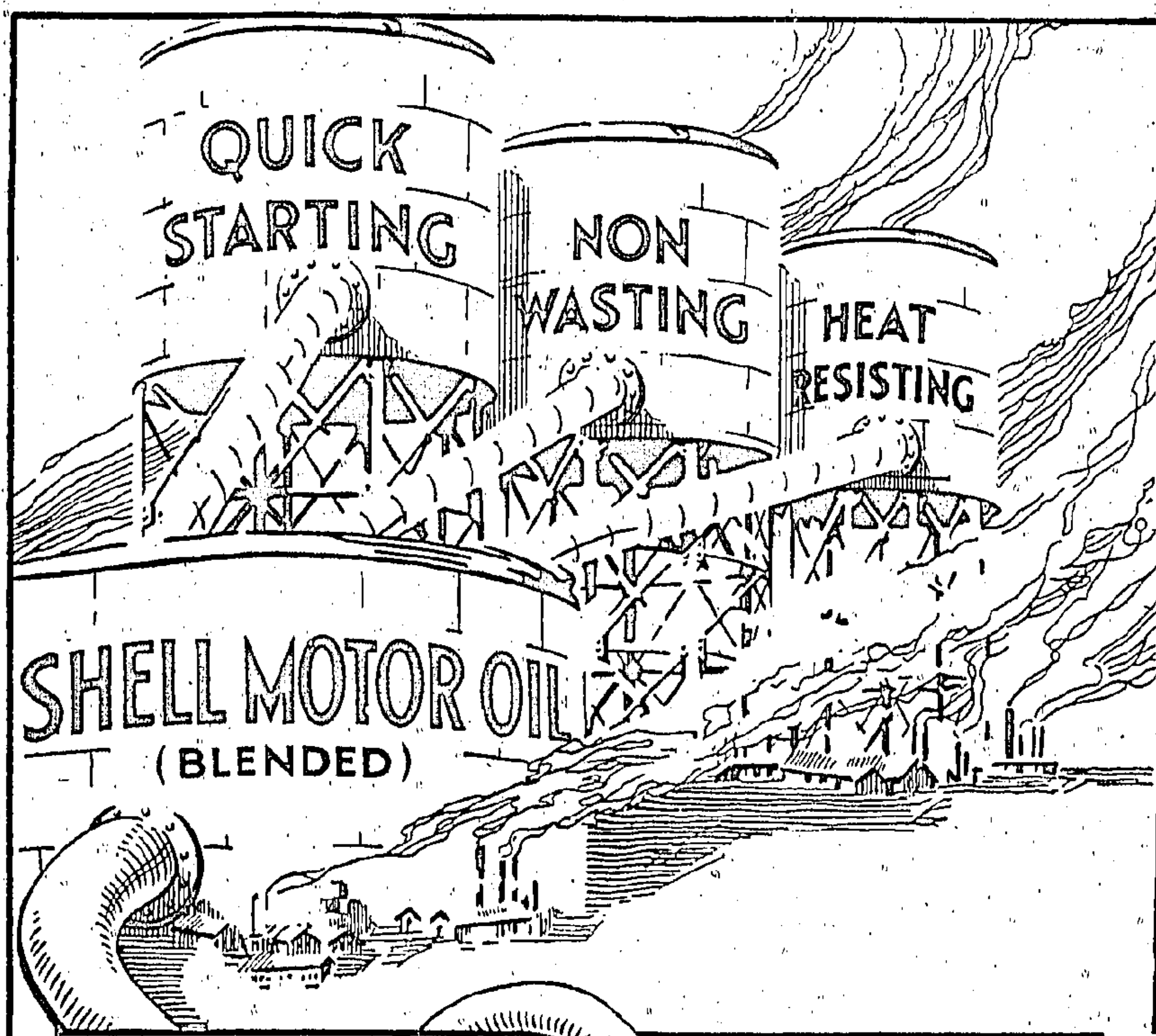
As permanent fitting for one lorry or a special set to be used interchangeably, this Firestone Maxi-Cushion is most convenient and economical.

Firestone

REMOVABLE MAXI-CUSHION TYRES
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



SHELL MOTOR OIL

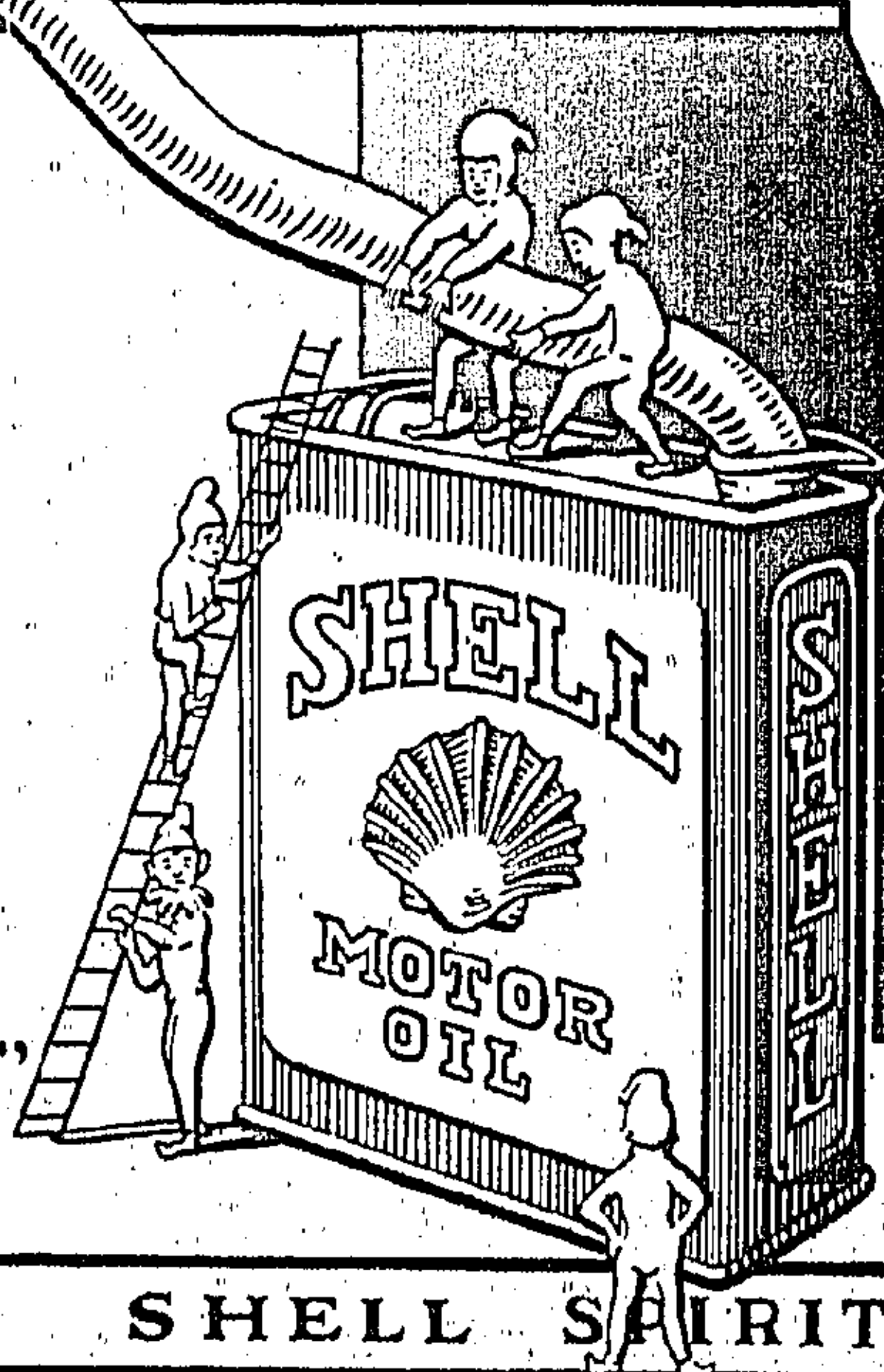
(BLENDED)

SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.



AS GOOD AS SHELL SPIRIT

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

FINAL DRIVE-GEAR ADJUSTMENT.

When there is a grinding or growling noise from the rear axle or when there is too much lost motion between the pinion-shaft and the axle-shafts, so that there is a click or snap in the rear end when changing from forward to reverse motion, or a decided difference in the sound of the gears between coasting and driving, adjustments are needed. Occasionally an axle is initially noisy from incorrect factory adjustment, but more usually wear of the gear teeth or more likely wear of the bearings makes readjustment necessary, but with well maintained lubrication, rear axles often run without such attention for fifty to a hundred thousand miles and occasionally for the entire life of a car. Gear noise results from the teeth of the pinion and ring gear not meshing properly because they are not set in proper fixed relationship and readjustment for quietness consists in re-positioning one or both of the two gears until their teeth make the most advantageous contact. Noisy operation, under power, is most often due to the gears being too closely meshed, while lost motion is the usual result of the gears being too loosely meshed or of play in the bearings of the pinion-shaft and differential carrier. Noisy operation in coasting is generally from the gears being too loosely meshed or of end play in the pinion-shaft. A fundamental condition of correct gear-mesh is that the large ends of the teeth of both gears match—do not extend one past the other. In a general way, the procedure of rear axle readjustment consists of taking up lost motion in the pinion-shaft bearings, then adjusting the position of the pinion so that its teeth line up flush with the teeth of the gear, next adjusting the ring gear to the right or left until pinion and ring gear are so meshed that their teeth have about five thousandths inch backlash, and finally taking up any end play in the differential carrier bearings. The required conditions can usually be secured only by several trials and even then can not be perfect except by tests which definitely indicate just how the tooth faces of the two gears contact.

"Stingy" Gas Feed?

Question.—The last two times I have taken out my car, it has worked fine at the start but on going

up a steep hill the engine has started missing and nearly stopped. Once it refused to start again after I had stopped it until I cleaned the distributor-head, when it started again but, after running fine for a while, it began missing again. I have dressed the breaker-points, but this does not remove the trouble. What do you suggest?

Answer: You may be right in thinking that the ignition system is at fault, but it looks to us as if the gasoline supply to the carburetor was inadequate, especially as this trouble develops on hard pulls. Have you cleaned the strainer at the carburetor and the one in the settling-chamber under the front floor-boards? If not, it would be well to do so, as it is recommended that these be attended to each 1,000 miles. If there actually is ignition trouble and the breaker-points blacken at short intervals, you might try a new condenser, after seeing that there is no oil in the distributor-head. We suppose that the air-pressure of your gasoline supply keeps up all right.

Inoperative Starter-switch.

Question.—The starter pedal of my car is stuck, so that I cannot move it to start the engine. What does one do in such a case?

Answer: This pedal is simply a rod which works in a slide and carries the movable contacts of the switch which connects the battery to the starter motor. Unless the pedal rod has received a blow, which has bent it, it is probably only corroded in its slide. A few drops of thin oil squirted down around the pedal rod, should loosen it up.

Pressure of Compression.

Question.—What is the compression pressure upon the pistonheads of an engine, when it is in perfect condition?

Answer: This varies greatly on different engines, depending upon their make and the time when they were built. Pressures from 60 lbs. to 90 lbs. per square inch have been and still are used. The manufacturer of any particular engine will usually give information as to what compression his engine may be expected to show on a compression gauge, when it is turned over by hand.

THE KLAXON CHORUS.

I hate the roaring kind of horn,
The backbone-boring kind of horn,
Which blares a short
Impulsive snort
That lifts your skin and scalp;
It seems to fit the roaring cars,
The neat and fleet hill-soaring cars,
Which hog the road;
The large abode
Of power to climb an alp.

I much dislike when on a run
To hear a crackling Lewis gun
Loose ten rounds quick,
And sharp and slick,
Just under my right ear;
I rush at once to swerve and skip,
My fingers, nerves that curve
and trip,
Then, with a jar,
Find it's a car's
Freak horn that's caused my fear.

I hear the angel's quiring hail
Disguised within the siren's wail,
The warning shriek
That mounts a peak
Of force-defying sound;
I know that several tons of steel
And thriving, driving sons of steel,
Too big to bump,
Are on the jump,
And haste to give it ground.
I can't admire that tootin' tone,
Insistent, high-falutin' tone,

Which scorns the mob,
The sort of snob,
Who wants the highway clear;
A highly pitched, yet throaty sound,
A hoity-toity, gloaty sound,
Which irritates
And causes hates
Whenever it draws near.

I never mind that japping bark
That terrier-like, and snapping bark
Which warns "Beware,"
But in despair,
Tails off into a growl;
I know its something small and short,
Whose lower power has fallen short
Of hopes to pass—
Not in my class,
It couldn't catch a fowl.

I must confess I disapprove
Of horns on all that quickly move;
Which have the speed
I sometimes need,
And pass me as they wish;
They have a boastful trumpet voice,
A "Race, or yield and lump it" voice;
With throttle pressed
I do my best
Their toots float back—"Poor fish."
—K. Lackson in The Sydney Sun.

SMALLER FIGURES.

U.S. February Total.

Total number of cars and trucks produced in United States in the month of February was 298,359, an increase of 54,217 over January figures.

Yet this huge total was 59,111 less than February of 1926, which notched 357,470 motor vehicles. Of last February's production, 260,930 were passenger cars, and 88,020 were trucks.

PAYABLE 'BUSES.

Income Exceeds Estimate.

Many of the local governing bodies in England have adopted buses in place of trams, and, despite the statements of tramway experts to the contrary, are proving payable. Wallasey Corporation found that its actual expenditure was £1023 less than the estimate, whilst the revenue exceeded anticipations by £6600.

COSTLY CARS.

\$1,776 to be Paid to Customs.

Frederick Cotterrell, of North Audley Street, appeared to summonses at the Mansion House, London, recently, charging him with being knowingly concerned in the evasion of the customs duties in connexion with three imported motor chassis on dates in last year, whereby he forfeited treble value and duty on the goods for which the Commissioners of Customs and Excise elected to sue.

Mr. Gibson, for the Customs and Excise, said he only proposed to deal with one importation that morning. A chassis was imported in August of last year, the treble value and duty of which was £2665. The Customs had received £116 in duty on this chassis, whereas the sum of £228 should have been paid. Yesterday, however, the defendant, who was the managing-director in England of an Italian company, had written sending £600 arrears on duty on other cars and promising the balance of the whole amount due in one month.

Mr. Frampton, defending, showed that these were luxury cars, which there had been tremendous difficulty in disposing of. Defendant was not the person who put the initial value on these cars, and he was prepared to pay all that was due from the Milan company.

Alderman Sir Louis Newton said it was quite evident that the Parent Company was responsible for the trouble, and he sincerely hoped they would pay the penalty. Mr. Frampton—I am instructed that they will not.

Sir Louis—I profoundly regret to hear that, but I can only deal with the person before me. I shall not impose the maximum

BIG CUBAN SCHEME.

620 Miles of Concrete.

Sweeping across the island of Cuba from Pinar del Rio on the west, through the cities of Havana, Matanzas, Santa Clara and Camaguey to historic Santiago de Cuba on the south-east, a great central concrete highway of more than 620 miles in length has been ordered by the Government, which will connect both ends of the island and link the principal cities in a gigantic good roads chain.

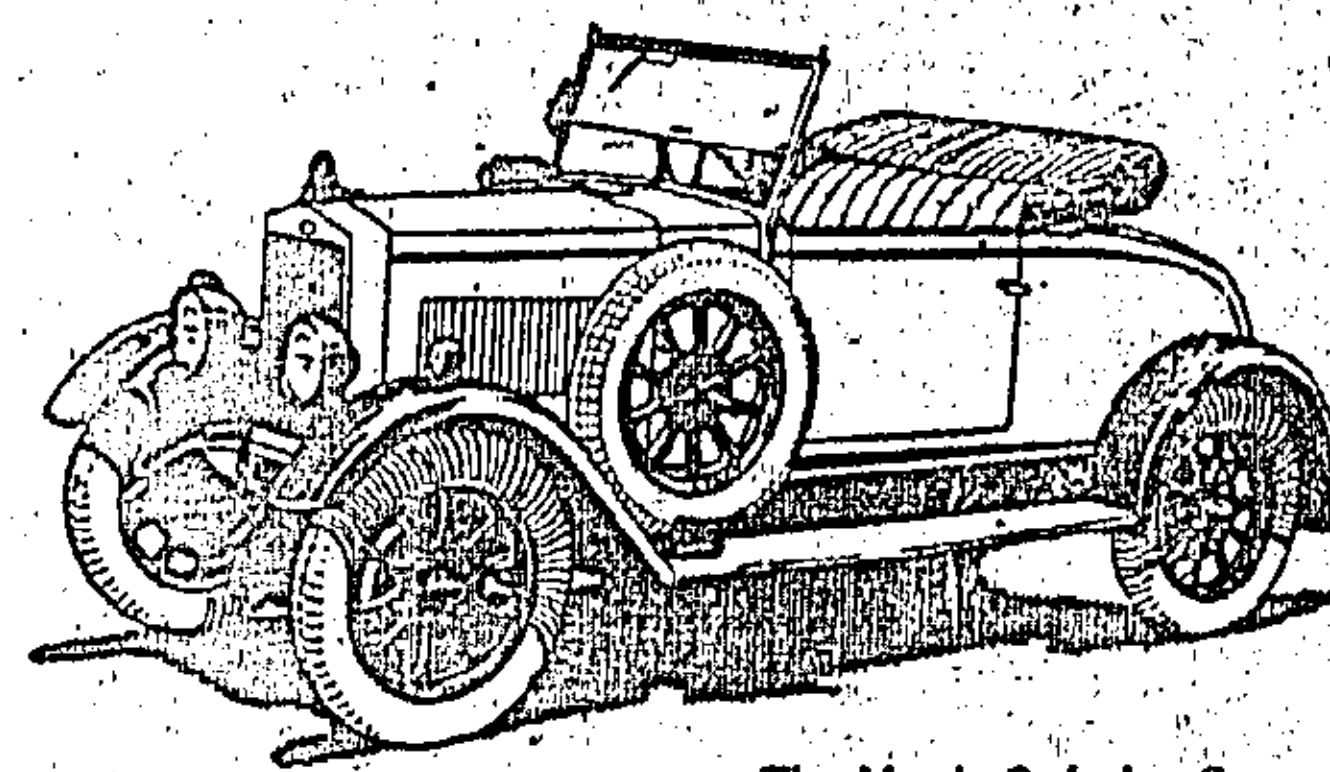
It is predicted that this highway will result in a tremendous economic and agricultural development. Contracts for this project have already been let to a Boston contracting firm, and work will start shortly. Specifications for the central highway show that it will be twenty-six feet. The base is to be of concrete, six inches thick, and the surface of asphalt or other similar material, five inches thick, except where granite blocks are used. The central project is only part of the work planned on Cuban highways.

In addition, the Government has authorised that more than 2500 miles of good roads shall be completed before 1935. These supplementary roads will be chiefly improved dirt roads, though parts of them will be hard surfaced.

To pay for this progress the Government expects to spend over £15,000,000, to be paid for out of taxes levied under the public works law. The Secretary of Public Works of Havana recently placed with the Pierce Arrow Motor Car Company an order for six Pierce Arrow touring cars, in cruiser grey, with red stripings. These distinctive cars will be used by Cuban officials in overseeing the work on the highways.

penalty, but the double value and duty will be paid—£1776. A month's time was given for defendant to find the money.

Fully Powered
Fully Equipped
Fully Pledged
to set the World's Standard in
Luxury Motoring at Moderate Cost



The Morris Oxford 2-Seater.

This year's 'World' Morris still further exemplifies the startling value offered by Morris to motorists the world over.

Important advances in chassis and body design now make Morris pre-eminently the world's standard in motor car value.

Make these Comparisons!

Large new 'world' radiator—giving 50% more cooling.

Reinforced chassis of finest British steel, combining rugged strength with rigid lightness. An all-steel dash giving rigid forward anchorage.

New suspension. Extra supple springs and Dunlop low-pressure 'comfort' tyres. Complete interior equipment on enclosed models, including roof-light and smoker's companion. Bigger side-doors, straight-lined body—giving handsome appearance.

Add to this the famous Morris engine with its phenomenally low running and upkeep cost—and you have found the ideal in pleasurable motoring—at minimum expense.

MORRIS

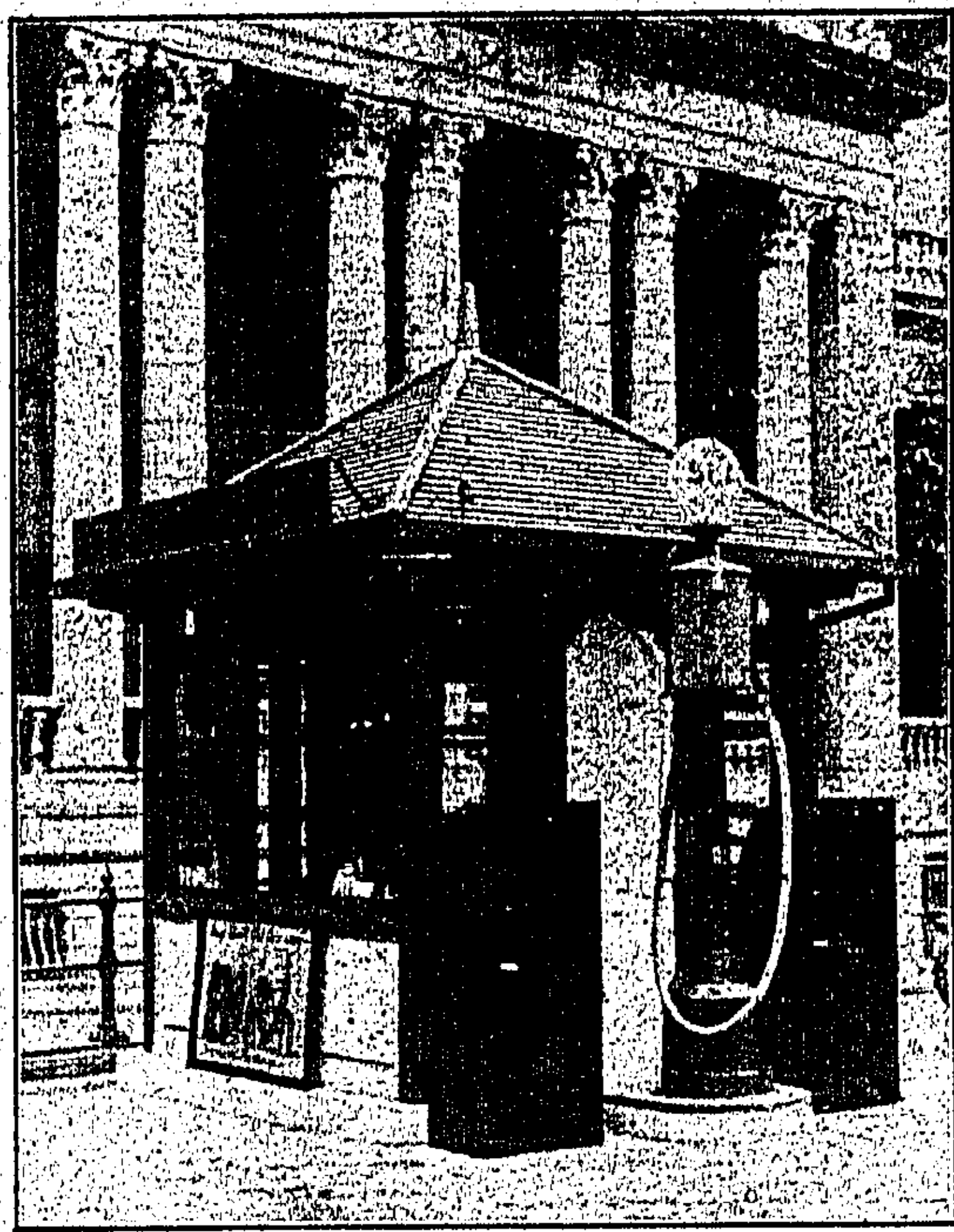
The Wheel of the World

Prices from £ 190.0.0

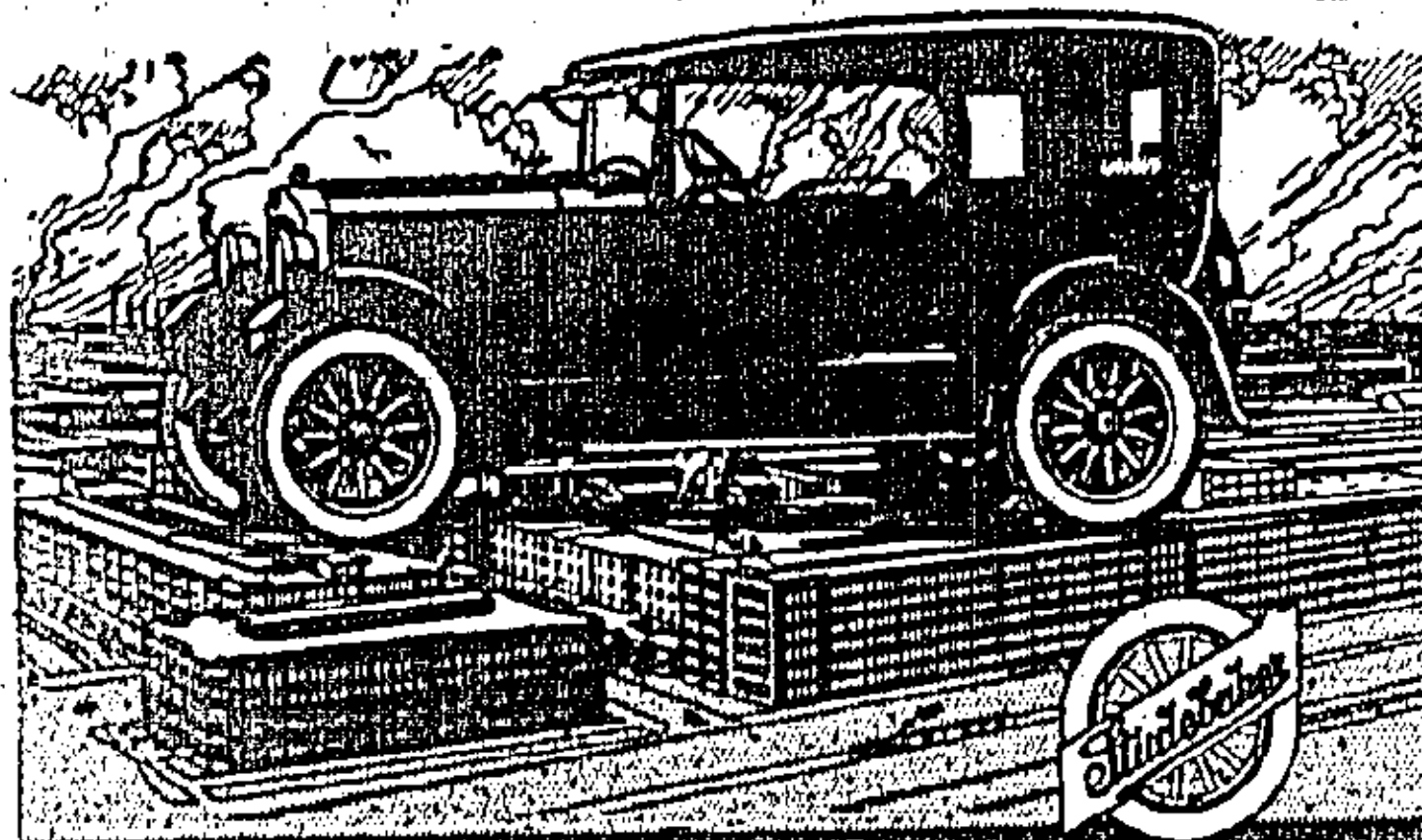
THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Car Sales and Phone Service | Parts and C. 4602
Accessories | C. 4759

MOTOR SPIRIT **SHELL** MOTOR OILS**CENTRAL FILLING STATION**
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

1,000 New
STUDEBAKERS
Each Day!**STUDEBAKER****CARS OUTCLASS IN POWER
& FLEXIBILITY ALL OTHERS
OF THEIR SIZE AND WEIGHT.****HONG KONG DELIVERED PRICES.**

ERSKINE SIX. 16.54 H.P.—107" W.B.		
Tourer	5 seater	G.\$1,200
Business Coupe	2 seater	1,200
Custom Coupe	4 seater	1,300
Custom Sedan	5 seater	1,300
WITH WIRE WHEELS. STANDARD SIX. 27.34 H.P.—113" W.B.		
Folding Top Phaeton	5 seater	G.\$1,450
Duplex-Roadster	3 seater	1,455
Folding Top Sports-Roadster	3 seater	1,485
Duplex-Phaeton	5 seater	1,490
Folding Top Tourer	7 seater	1,530
Coach (2 Door)	5 seater	1,500
Country Club Coupe	3 seater	1,530
Custom Victoria	4 seater	1,700
Custom Sedan	5 seater	1,710
Custom Berline	5 seater	1,730
BIG SIX 120" WHEELBASE. 36.04 H.P.—120" W.B.		
Duplex-Sports-Phaeton	5 seater	G.\$1,785
Folding Top Sports Roadster	3 seater	1,835
Duplex-Roadster	3 seater	1,870
Club Coupe	5 seater	1,905
Custom Brougham	5 seater	2,030
Custom Victoria Chancellor	4 seater	2,050
Custom Berline	5 seater	2,065
Fire Chief Duplex-Roadster	3 seater	2,090
BIG SIX 127" WHEELBASE. 36.04 H.P.—127" W.B.		
Duplex-Phaeton	7 seater	G.\$2,220
Folding Top Phaeton	7 seater	2,220
"President" Sedan	7 seater	2,675
"President" Berline	7 seater	2,755
"President" Limousine	7 seater	2,925

All prices include 4 wheel brakes spare wheel,
tire and tube, windshield wiper, handview mirror
bumpers, spare horn, tools etc., etc.**THE HONGKONG HOTEL GARAGE**
25, Queen's Road, Central.
(THE HONGKONG & SHANGHAI HOTELS, LTD.)**RUBBER ROMANCE.****How the Trade Came East.**

To-day ninety-five per cent of the world's consumption of rubber comes from the Middle East, from Sumatra, Java, Malaya, Ceylon, India and Cochin China.

This hasn't always been the case. The story of the transfer of this vast industry from South America half way around the world, is one of the most interesting romances of business.

Rubber comes from a milky substance called latex that flows from the bark of rubber (hevea) trees, which grow in what is called the rubber belt, extending about ten degrees north and south of the equator.

Trees are tapped by cutting a small strip from the bark, and the latex which flows out is collected in buckets. It is coagulated (something like the curd separates from the whey as milk turns sour), and this curdlike substance is lifted off, run through rollers, and comes out in sheets of pure rubber. It is then dried and is ready for shipment.

The natives of South America and of Africa, who were first to gather rubber for the market, poured this liquid over a stick turned slowly over a fire, gradually forming a ball of rubber, in which shape the primitive product originally came to market.

Outside the Congo, South America was the great rubber producing area of the world until about 20 years ago. At that time 90 per cent of the world's rubber came from Brazil.

Within five years the rubber producing industry was moved almost bodily to the Far East, and to-day, and for a number of years, the East has furnished the great bulk of the world's needs in rubber, the balance being wild rubber, mostly from Brazil and Africa.

The explanation is that a far-sighted Englishman, Sir Henry Wichham, had shipped some rubber tree seeds out of Brazil in the year of 1876, set them out in Kew Gardens, London, and shipped the young shoots to Ceylon.

Rubber planting was encouraged, and gradually a few plantations sprung up, were extended, and spread over the East Indies and Malaya.

The Rubber Boom.

This movement was insignificant at the time and attracted little notice, but by the first decade of the present century when the automotive industry was settling into its stride, it was becoming obvious that the forests of the Upper Amazon were no longer able to furnish crude rubber in the volume necessary to meet the fast-rising demand.

Wild rubber trees might be found as far as a mile apart, and the native rubber gatherers had to travel long distances to get the rubber. After that it had to be shipped perhaps 2,000 miles down the Amazon before it even started its ocean voyage for the world's markets.

On a plantation, however, trees may be planted as closely together as 200 to an acre, and a single native can tend from 500 to 600 trees.

The most acute scarcity of rubber came about 1910 when the insistent demand of the fast growing automotive industry drove the price up to one, two and three dollars a pound. At this juncture plantation rubber came into the breach. The thousands of acres planted in the Middle East were just coming into full bearing. The early planters reaped a generous reward for their efforts and foresight.

Rubber plantation securities soared. Everybody began setting out plantations. The added supply eventually brought the price down to a reasonable parity with production cost.

It happened that the boom in rubber in the Middle East was coincident with some serious crop failures on the coffee plantations. The British government urged the planters to set out rubber instead. With the final result that the East lost its leadership in coffee to South America at the same time that South America relinquished the rubber industry to the Middle East.

This was the most gigantic trade in the history of basic commodities.

To-day the British control about 58 per cent of the world's acreage of plantation rubber, the Dutch about 15 per cent, the rest being divided between native, French, Japanese and American owners. Two American rubber companies own plantations, Goodyear and one other.

There are 4,300,000 acres set out in rubber in the Middle East, representing a total investment of \$850,000,000.

JAIL FOR JAY-WALKING.

The special traffic commission that has been investigating traffic in Chicago recommends that jaywalking be prohibited, with suitable penalties for violation. Pedestrians should be forced to obey traffic signals, the commission urges.

THE SYMPATHETIC PASSENGER.

[By Cyril A. Potts.]

"Whenever a new motorist comes to me for advice I always start off by saying, 'Whatever you do, be discriminating in your choice of passenger.' I speak from bitter experience, for time after time my pleasure has been utterly spoiled by the individual whom I have been unlucky enough to have by my side.

I am no highbrow, and I claim no special sensibility to the beauties of Nature, but there is something about the peaceful countryside which soothes my soul and fills me with a deep content, provided no jarring note asserts itself.

One Sunday evening, not so long ago, I was foolish enough to mention in front of my friend the lawyer that I intended taking a run through the lanes of a particularly lovely bit of country for the good of my soul. Immediately, the lawyer asked if he might accompany me. What could I do but assent?

It was an evening of perfect peace, windless and serene. Long shadows striped the fields and dappled the distant hills. The low sun painted the woods with autumn tints, although the year was yet young. The keynote of the countryside was colour, rich glowing colour, which would have lent an atmosphere of mysterious beauty to the most commonplace of scenes. But this scene was not commonplace. Far from it. Even in monochrome it would have arrested the gaze by its deep tranquillity, its typical Englishness, if I may coin an unorthodox word. I drew up on the summit of a little hill. Beneath us, framed by the branches of magnificent trees, lay a perfect valley, down the middle of which tinkled a little, ambling stream. A black and white farmhouse, all warm with the setting sun, made an accent which, to use an "arty" term, pulled the picture together, while sombre woods, with strangely gleaming tops, threw back the hills and gave them added distance. I gazed entranced, until the lawyer broke the spell.

"That farm," he said, "belonged to a man called Bloggs. It was mortgaged up to the hilt, and the mortgagees foreclosed. We were acting for the mortgagees, and put the property up for sale. I forget what it fetched, but I know it went for a mere song. By the time the mortgage was paid off and we'd got our costs, there wasn't a penny left for the Bloggs family. I don't know what became of them."

"Did you ever see a more exquisite valley?" I murmured. "Everything in keeping. Not a jarring note."

"It's bad land for sheep," said the lawyer, sagely. "Too damp. They get a lot of foot-rot, and other diseases too. Of course, the timber is worth a bit, but it is not a good soil. If it were put on the market to-day I doubt if it would fetch £3,000. Farms aren't fetching anything like what they did three or four years ago. Everybody wants small holdings. If that were mine, I'd . . .

I let in the clutch with a jerk that must have strained the transmission, consequently I never heard the unfolding of the lawyer's plans, but my trip was completely spoiled.

Now, when I sally forth, I sally secretly and alone, unless the ideal passenger is at hand. If, by an unkind fate, I am forced to take the man of law, I shun the countryside and take him to towns where he can gloat over County Courts and District Registries.

I also shun the effusive female, who must really take her Kodak in case we see something nice to take.

In a weak moment I took one of the latter species to the Devil's Bridge, in North Wales. She glanced casually at the glorious panorama spread out before us, murmured, "How sweet," and, turning her back upon it, snapped the case of the hotel. These are just two examples of the kind of thing the wise motorist will avoid like the plague.

The beauty spots of England are becoming fouled and vulgarised by the tripper and the motor-coach, but there is beauty enough and to spare in places still unadvertisised. If you are blessed, or cursed, with the seeing eye, these are the spots to seek; but if you seek, seek alone, unless you are fortunate enough to light upon that rare avist, the really sympathetic passenger.—The Morris Owner.

NOVEL ENGINE.**Lacks Essential Parts.**

Sydney, Australia, May 26th.—An inventor here has designed an internal combustion engine that can run without crankshaft, connecting rods, camshaft, valves or timing gears!

It's a circular affair of six cylinders with pistons but a moving cylinder head. It is said to be much smaller than any present type of engine with the same power, and to save much in fuel and oil consumption.

THE LATEST IN MOTOR TRANSPORT.

The above is a picture of a combined wheel and track car. The conversion from one to the other only takes half a minute. Last Wednesday, interesting demonstrations were given at Shatin of a six-wheeled Morris type, which accomplished similar work to that shown above.

ERRING MOTORISTS.**Chicago's Safety Schools.**

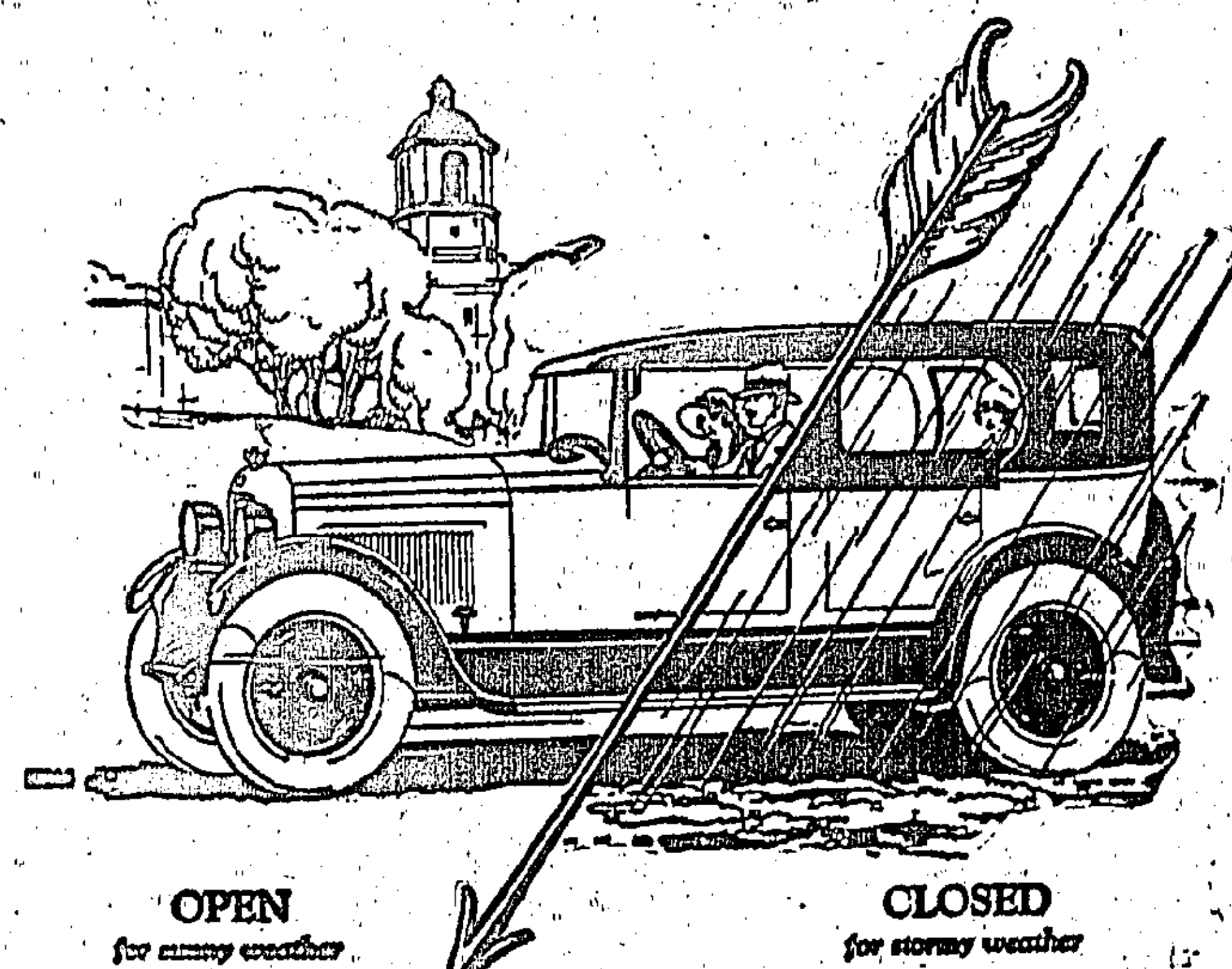
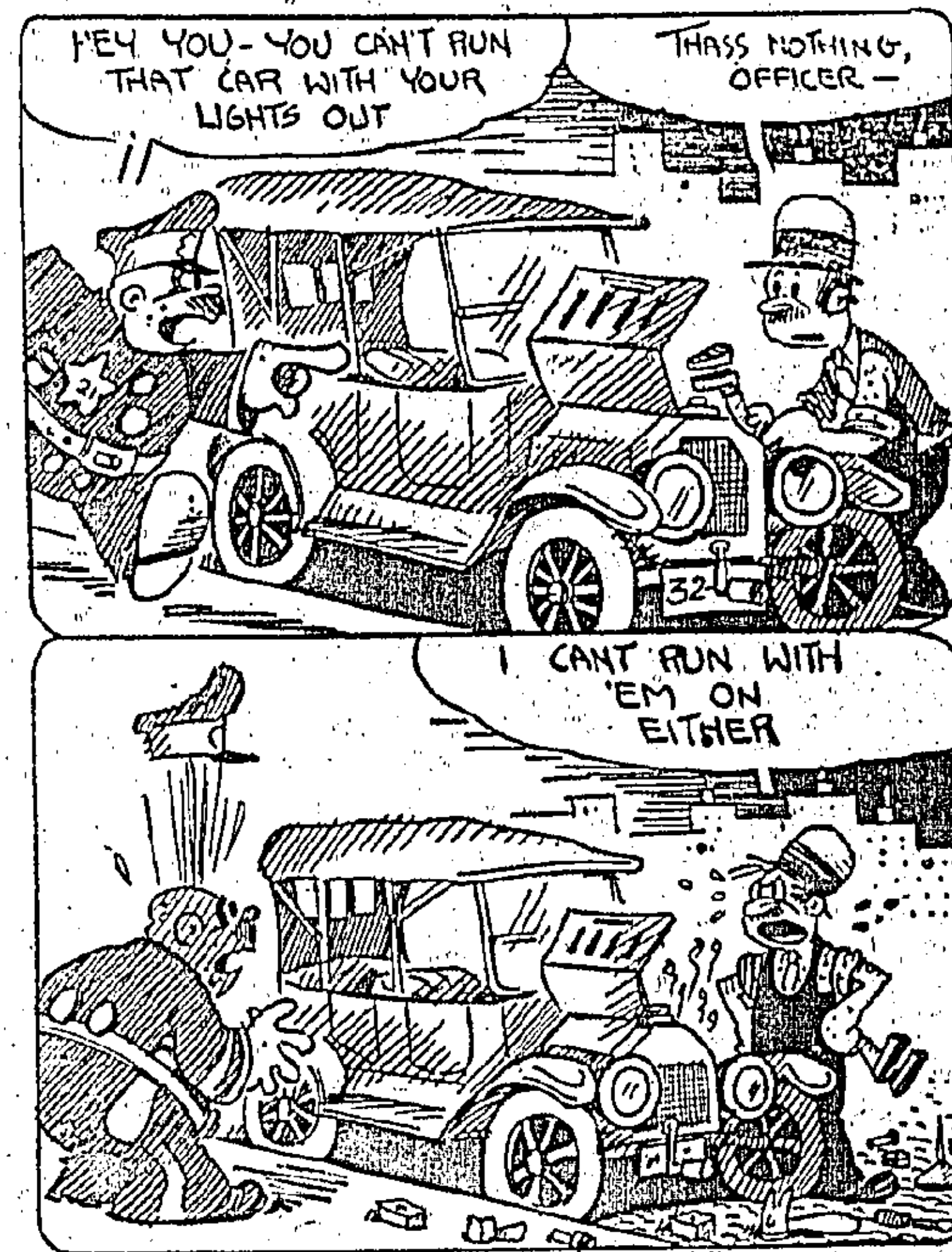
Chicago, May 16th.—A system of "safety schools," where motorists violating minor traffic regulations are lectured, is spreading through Chicago.

The system was inaugurated on the west side and since its inception 20,000 reckless motorists have been lectured at a loss of fines estimated at \$75,000.

The north side parks have adopted this plan that has worked successfully on the west side; and it is believed that schools may soon be held in all parts of the city.

The idea of education to supplant the "rod" has found favour with motorists themselves. The lectures are delivered by members of the traffic commission and are instructive and interesting.

Often a class has 500 members. Motorists learn the reason why various traffic ordinances are passed and have a chance to ask questions. Officials say that the "students" are benefited by the schools and their motoring manners improve.

**Two Cars in One**

WHEN the sun smiles, an unobstructed open car. Yet in thirty seconds, without leaving the seat, side enclosures concealed in the hood can be rolled down. Then this Duplex Phaeton is completely enclosed—storm-proof! Only Studebaker offers this convenient, comfort-adding feature.

This unique body is mounted on the sturdy Studebaker chassis, cradled on extra long springs and balloon tyres,

protected by safer four-wheel brakes. Beneath the lacquered bonnet is the famous Studebaker six-cylinder motor, famed throughout the world for its lasting quietness and absolute dependability. Its longer life is proved by 1001 Studebaker cars with registered service records of 100,000 to 350,000 miles each. We invite you to enjoy a trial run in this Studebaker Duplex Phaeton at your convenience.

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25, Queen's Road Central**STUDEBAKER**
BUILDERS OF QUALITY VEHICLES FOR 33 YEARS

Kumbar

3.49 H.P., O.H.V.

WE have just received a shipment of these famous **SPORTS MOTOR CYCLES**

AND SIDECARS

THESE SNAPPY MACHINES ARE NOW—

ON SHOW

IN OUR SHOWROOM. CALL AND SEE THEM EARLY.

Lane, Crawford, Ltd.
SOLE AGENTS.

95,000 STOLEN IN YEAR.

Car Thieves Lose Again.

During 1926, cars stolen in the United States totalled 95,225. Of these, 85,114 were recovered, so that thieves escaped with only 11 per cent. of their loot.

These figures contrast with those of 1918, when of 27,445 cars stolen, 21,678, or 79 per cent., were recovered, and 21 per cent. were never found.

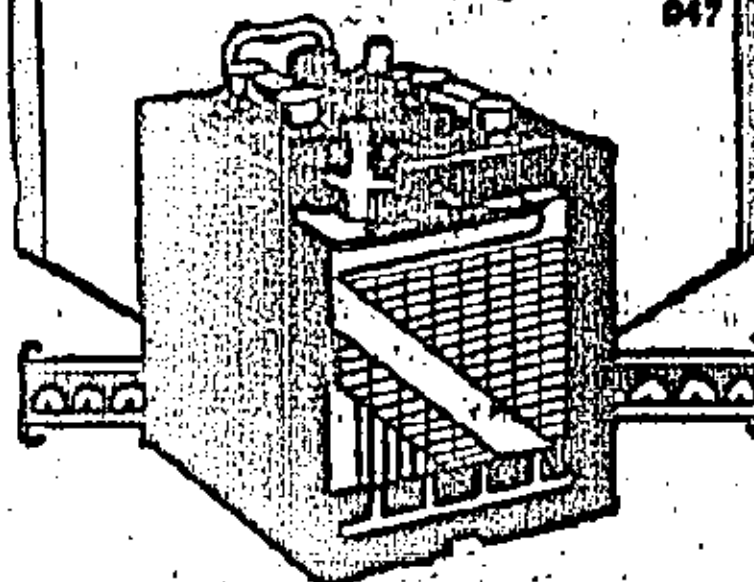
Figures compiled by the National Automobile Dealers' Association show a steadily increasing number of car thefts every year, and a correspondingly bigger percentage of recoveries.

The millions of new cars going on the road each year increase the opportunities for theft, but better police methods have halved the thieves' chances of getting away with stolen cars.

NO other battery can give you greater value for your money than the Prest-O-Lite—no other battery of high quality sells at a lower price. Insist upon Prest-O-Lite and obtain the advantage of the highest quality battery at a price lower than ever before.

HONGKONG HOTEL GARAGE.

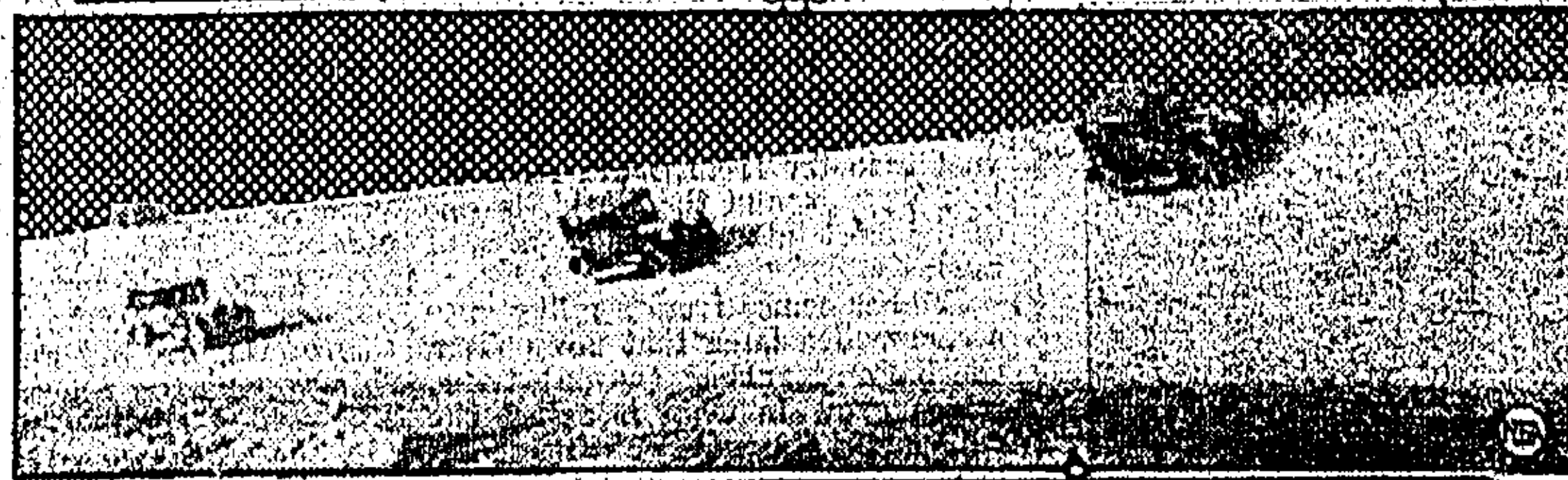
Prest-O-Lite Battery



THE FINAL TEST OF THE MOTOR CAR.

Put Through Exhaustive Tests on Proving Ground.

[By Israel Klein.]



Engineers aren't through with an automobile after it is produced.

In fact, they've just begun tinkering with it, finding its faults and its promises, in an effort to improve the next product.

For this purpose some of the large companies have what are called "proving grounds."

The General Motors "proving ground," at Milford, Mich., for instance, has about 20 miles of private highway laid out so as to represent every road condition that the average driver meets. There are hills ranging from 7 per cent. grades to as high as 24 per cent. There are concrete and gravel roads.

There is a level concrete stretch without a kink or a twist in it, a mile in length, and there is a speed track with embankments at the turns making a 45 degree angle with the level road.

There is a north and south road, and an east and west road, no intersection between them, each to test little idiosyncrasies of driving, the resistance of a north wind or the difference in speed or gasoline usage when driving in opposite or cross directions.

No Law Applies.

These are samples of the tiny details that are being examined in the actual driving of automobiles. Everything conceivable can be done here, from trailing along at 2 miles an hour to speeding at the fastest an engine can pull a car.

There are no state laws, no constables to stop the drivers.

No imaginable factor about a car is taken for granted, no beliefs or theories permitted. Everything, even though known for a certainty, is tested to learn the actual facts.

Even the instruments placed in the car aren't trusted. Instead of these, special gasoline gauges, special speedometers and other apparatus devised in the research laboratories are fitted to the car on test and the readings are taken from these.

For speed, for instance, a bicycle wheel, a small electric generator and a highly sensitive voltmeter divided into miles form the combination attached to a car for more accurate readings. This is called a fifth wheel speedometer.

and it can be relied on for all speeds.

List of Tests.

Gasoline consumption, also, is tested by combination of burettes, or long tubes, showing the driver how this fuel is being burned.

Other tests include acceleration, deceleration, rolling friction, riding qualities, fuel economy at fixed speeds, minimum and maximum speeds, endurance, hill-climbing, braking, driver's vision range, reflection from cars behind, head-lighting, steering effort, vibration, noises, brake and clutch pedal pressures, crankcase dilution, ventilation, size and appearance.

There's a concrete mile straightaway to test pickup, speed, and braking. There's a sunken stretch, called a "bath-tub," to learn the effect of water on a car's parts. Special cameras are used to photograph cars from all angles for appearance and vision.

All these and many other tests and measurements are made and tabulated by figures and graphs. Many facts are being gathered apparently with no purpose in view, except that they'll be on record whenever an engineer happens to want them. Then they might form the basis for an improvement long desired in the auto world.

How these facts are used and compared is suggested by O. T. Kreusser, engineer in charge of the General Motors proving ground.

How Cars Compare.

"Here are two cars providing the same amount of leg room and seating comfort," he points out. "One car can steer in a circle of ten per cent. less diameter than the other. Assuming everything else being equal, it can be deducted that the car steering within the shorter radius has the advantage from the customer's point of view."

"Here again are two cars, in one of which the driver has a vision through the windshield and past the corner posts that is 20 per cent. greater than the other's. Again the one with the greater vision area has the advantage, if everything else is equal."

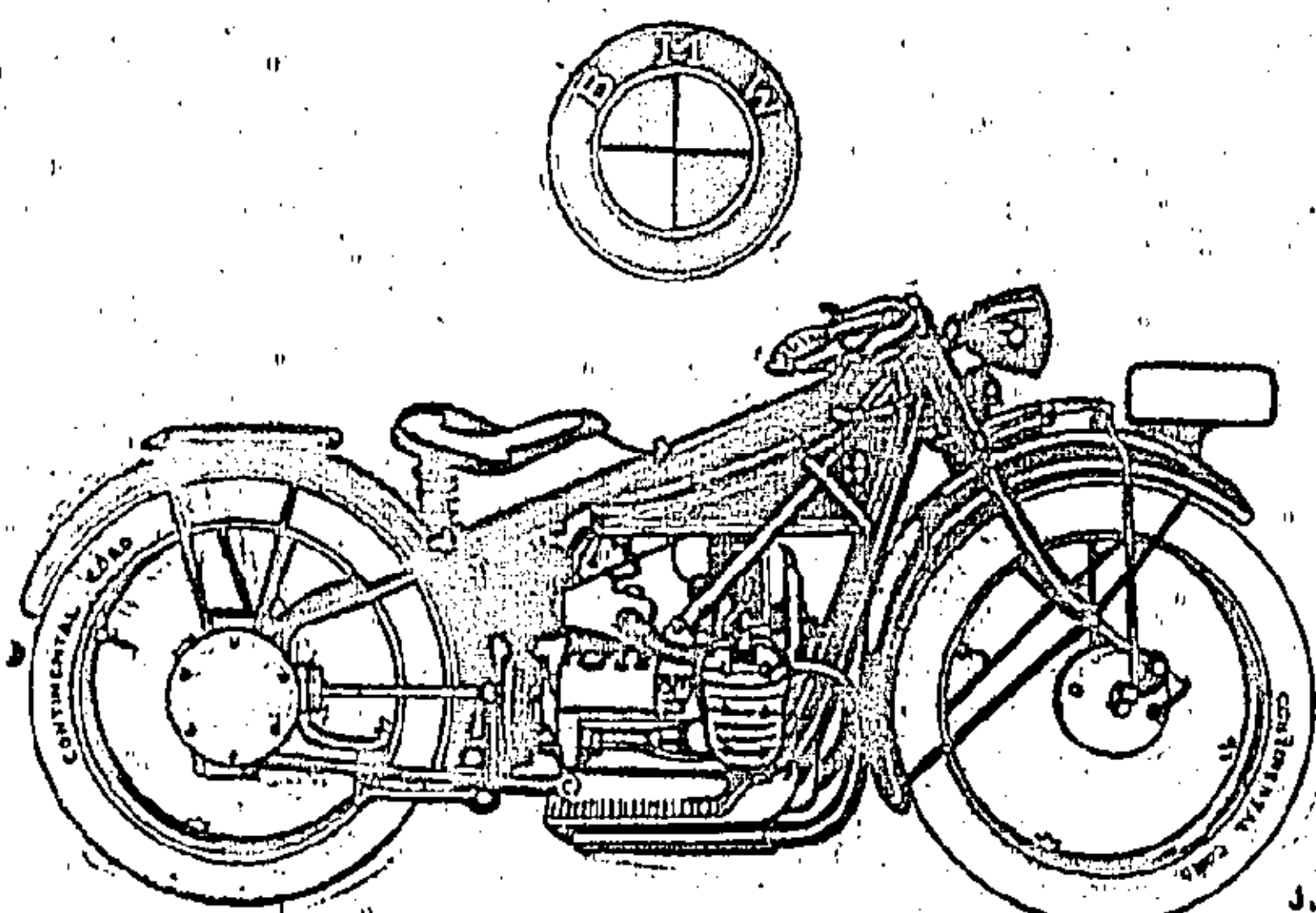
"Unfortunately, out of necessity the automobile must be a compromise involving a great many factors, any one of which may be of major importance to a particular customer."

"The car mentioned as having a shorter turning radius, may be less steady to drive on rough roads. The car having greater driving vision may not have a desirable rakish appearance or the corner posts may be too flimsy and not provide a rugged door hinge hanging."

This is how deeply the investigators go into the last detail. Every part is taken from a machine that had been run through the mill for measurements and further individual tests to determine everything possible about it.

The proving ground assumes there is no perfection.

THE B.M.W. TOURING MOTOR CYCLE



12 H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES.

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
Rims suitable for normal or balloon tyres.
All gearing effectively enclosed in oil-tight casings.
The universally recognised advantages of shaft-drive.
Bosch head and rear lights—Speedometer—Horn.
All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?
If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

PRICE H.K. \$880.00

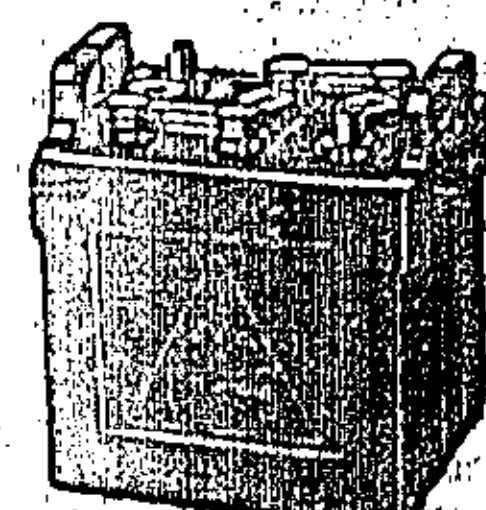
Sole Agents:—**CHIEN HSIN ENGINEERING CO.**
First Floor, Asiatic Building.

BUILT IN MASS.

Morris Garages.

The large scale flow production policy so successfully adopted by Morris Motors, Ltd., England, in producing their popular car has now been extended in a new direction.

As a result of prolonged experiment it has been found possible to produce a durable but easily removable motor house which through standardisation and the elimination of waste rendered by large scale production can be marketed at about half the price a similar structure would cost if locally built.



Give a long satisfactory service, unexcelled by any other battery at any price.

The Dragon Motor Car Co., Ltd.
23, Wong Nei Chung Road, Happy Valley.

Columbia Storage Batteries

DANISH INVENTION.

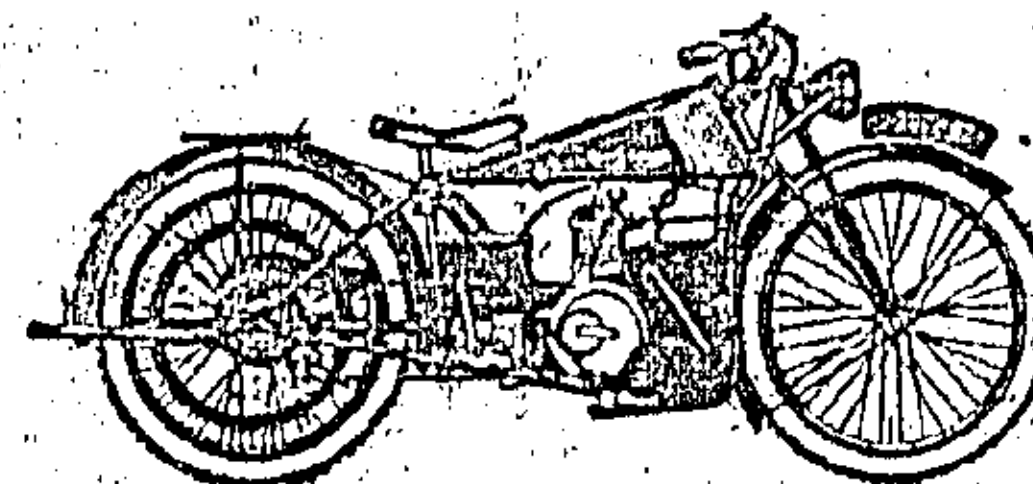
Copenhagen, April 29.—Scot Iverson, 24-year-old Danish engineer, claims to have invented a gearless and brakeless automobile which, he says, can be built and sold for a lower price than that of any automobile on the present market.

FEW CARS SURVIVE.

Of the 648 automobiles of different manufacture, brought out in the United States since the beginning of the industry, only 55 are now being made. Of the 331 different makes of trucks brought out in 1904, 106 remain.

FOR LADIES ONLY.

GIRLS! Put away the knitting needles, get out on a Francis-Barnett solo cycle and spend your week-end at the beach. Remember. It is health plus sport.



The Francis-Barnett is the ideal cycle, cheap to buy, costing only £36.10.0., and runs 200 miles to the gallon of gasoline.

It can be bought on the easy purchase system.

If you can ride a "push-bike"—you can ride a Francis-Barnett, so easy is it to learn.

Alex. Ross & Co., (China) Ltd.

Prince's Building. 2 floor,—Ice House St. Entrance.

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